THE

TRADESMAN;

OR,

COMMERCIAL MAGAZINE.

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ACCOUNT OF MAKING SPANISH WHITE AND PARIS WHITE.

[*By a Manufacturer.*]

[IN the fourth page of the Preface of the former Volume, we mentioned the display of Manufactories as a leading feature of our Work; and in the beginning of our 6th Number, we particularly noticed the liberality and readiness of Mr. Graham, of Berwick-upon-Tweed. We congratulate our Readers on our increase of the Catalogue of such truly respectable and patriotic Correspondents, as the following reply to "a Colour-maker" (see our last No. page 54) will amply testify.

We particularly point out to our Readers "very friendly," the following expressions in the concluding part of our present Correspondent's letter. "If I have not been sufficiently explicit, for want of time, ask me any further particulars, or any explanation of what I have already given." Having obtained a reply of so liberal a nature, and we hope so satisfactory, we cannot help recommending to the Gentleman who favoured us with the enquiries that have procured us the following statement, that *he* would in return oblige us with an account of making *French Green*, as requested by our Correspondent, "a Manufacturer." Ed.]

TO THE EDITOR OF THE TRADESMAN, OR COMMERCIAL MAGAZINE.

SIR, *London, Jan. 2d*, 1809.

IN your last No. page 53, you inserted a query from me on the Manufacturing of French Green; and immediately after that I observe one of my *Brethren of Colour*, requesting information, which I can, I think, very effectually supply: you have an account herewith of French White and Spanish White, and I am happy it is in my power to give "a Colour-maker" the requested information, particularly so, as I also have obtained a place in your Magazine, *my* request will, I flatter myself,

have met his eye; he will, I expect, shew that he is as willing to communicate, as to obtain, information; that as he has freely received from me, so to me, he will, as freely give; thus acting on the christian principles, and doing now as he wished to be done by, when he wrote his queries.

Spanish White is nothing but chalk, (which this kingdom abounds with in inexhaustible quantities) ground generally in tubs, the bottom of which is paved with small stones of a hard quality or has one large hard bed stone instead thereof, and a stone on edge is fixed to an upright axle, both which go round by the means of a water wheel, steam engine, or horses.

The chalk is broke into small lumps about four ounces each, and thrown into the tub in which it is ground, but the tub is previously charged with a large quantity of water, and as the grinding operation commences, the chalk unites with the water, its finer particles rise to the surface and as a small stream of water is constantly running into the tub and fresh quantities of chalk are added, the level of the mixture rises to a certain height, finds its way through an aperture of the tub near the top, and is discharged into a large reservoir, by which the two operations of grinding and washing are performed at the same time with a small expense. After the ground chalk has stood a sufficient time to subside, the water is run off and the chalk being so stiff as to cut with a spade is then removed to a place to dry, either by the air or by stove heat: the former of these is termed *stiffening*, the latter is called *drying*, and is the finishing process.

Chalk taken into the North coasts at the chalk wharfs on the Thames about 2*s*. 6*d*. per ton, and when made into Whiting in the North, sells from 16*s*. to 20*s*. per ton.

French Whiting or Paris White, has not been made in England, I believe, above 50 or 60 years; the manufacture of it was brought by a Dutchman, who settled in a sea-port town in Yorkshire, and who, by it, and his mode of refining and depurating rapeseed oil and linseed oil, acquired a large fortune, and became a respectable banker.

Through a part of Yorkshire and Lincolnshire, there runs a prodigious massy stratum of white limestone, which traverses also part of France, Spain, and Germany, and constitutes a part of the rock of Gibraltar, of which latter, I have a small piece in my possession, which corresponds very nearly to what I have seen in England. This limestone is ground by some makers of Paris White, with an edge stone running upon a flat bed stone, and the limestone is ground dry thereon; others grind it with water between a pair of indented horizontal stones, others again by drag stones in water in the same manner that flint is ground; but in any of these cases it is washed in a number of tubs connected with each other by spouts on the upper part of each tub. The ground limestone running into the first tub is too coarse for sale or use, and is washed over again: the next operation is *stiffening*, which is done in the same manner as has been described for the whiting, it is then *dried* by air or heat.

The limestone costs about the same as chalk, and is sold from 3*s.* 6*d.* per cwt. to 4*s.* but it requires more labour and is attended with considerable more expence in making.

If I have not been sufficiently explicit for want of time, ask me any further particulars, or any explanation of what I have already given.

Your's respectfully,

A Manufacturer.

The following article we extract from the third edition of Parkes's Chemical Catechism; a Review of which work we shall soon be enabled to lay before our Readers: in the mean time we cannot but earnestly recommend this Catechism to their attention. It is a production which does the highest credit to the author for the great degree of information it contains in Manufactures; for the ingenuity displayed in the Text, and the industry exerted in the Notes; as a witness of the first, we may quote his success in the very difficult plan he has adopted,—the Catechetical; and as a proof of the second, we refer the Reader to his very extensive Index. Ed.]

ON MAKING EARTHEN WARE.

[*From Parkes's Chemical Catechism.*]

"EARTHEN-WARE, according to the Old Testament, was known at an early period to the Jews; and the potter's wheel, there spoken of, was probably the same simple machine as is used at the present day to form round vessels with plain surfaces. The making of porcelain has long been known in China and Japan; but it was accidentally discovered in Europe by a chemist, in the beginning of the 18th century. It was so esteemed by the Romans, that, after the taking of Alexandria, a porcelain vessel was the only part of the spoil retained by Augustus. Dr. Thomson, vol. ii. 286.

"For making pottery, or earthen-ware, the clay is beaten in water; by which the fine parts are suspended in the fluid, while the coarser sink to the bottom of the vessel. The thick liquid is further purified by passing it through hair and lawn sieves of different degrees of fineness; and is afterwards mixed with another liquor of about the same density, consisting of ground flints. This was the composition of the white stone ware, about 40 years ago the staple manufacture of the potteries of this kingdom; and it is also that of the finer earthen-wares at present in use, though in different proportions; and with various improvements, introduced by the ingenuity of succeeding manufacturers. This mixture is then dried in a kiln, and after being beaten to a proper consistence, becomes fit for being formed by the workman into dishes, plates, bowls, &c. The fine white and cream-colour earthen-wares now made in England are fired twice: the first time to give them the requisite hardness; and in that state they are called *biscuit*: they are then dipped in a vitreous composition, and being subjected to a second burning, acquire a coating of true glass, thence called a *glaze*. If they are finished with painting in enamel, it is necessary to pass them a third time through the fire. One of the ingredients of this glass being oxide of lead, the workman, whose

hands are constantly immersing in the mixture, is subject to *paralysis*, unless due precaution be taken. To prevent it, the manufacturers have of late years assigned to such men a varied employment about their ovens, and furnish them with a dress to wear at the glazing tub, and throw off when they leave it, and a water cistern, soap, and towels near them, that they may be more certain, when employed in the glazing, to wash their hands before they go to their meals. It is feared, however, that an unhappy opinion of the efficacy of spirituous liquors does more mischief to this class of workmen than any other circumstance; for, attributing to the effect of lead whatever slight disorder occurs, they have recourse, in the first instance, to them as specifics, in such cases, and thus acquire the habit of an immoderate use of what probably affords them a temporary relief, but does not fail to produce a permanent and destructive disease. This is, I believe, the sole opprobrium which falls upon the potter's art, yet even this may be greatly diminished, if not entirely removed, by the precautions abovementioned: however, as it is desirable to preclude the use of lead altogether, the Society for the Promotion of the Arts has offered a premium for a substitute for this glaze, or for a mode of using it which would not subject the men to these dangers.

"The white and the brown stone wares are passed only once through the fire, for at a certain period of the heat they are made to undergo a partial vitrification at the surface, by the fumes of muriate of soda; this salt being thrown into the oven, and the pieces of ware so disposed as to receive the fumes of it on every part of their surfaces. This method of glazing earthenware with salt was introduced into England by two Brothers from Holland, of the name of Elers, about the year 1700. They settled in the neighbourhood of the Staffordshire potteries; and it is remarkable, that the alarm occasioned by the fumes which spread over the country obliged them to leave it. The son of one of these artists was afterwards an active magistrate of the county of Oxford; and *his* son is at present a very respectable English barrister. A similar manufactory was however soon

after established, at Shelton, in the potteries, by one of their workmen, named Astbury, who had possessed himself of their secret; and as it became of great utility, it was readily tolerated by the inhabitants, and at length, on the common day of glazing, (Saturday,) the thick offensive fumes from fifty to sixty manufactories filled the valleys, and covered the hills of a district of country, extending many miles.

"There is no doubt that the potteries had been established in this part of Staffordshire, which abounds with coal, for many centuries: at some depth indeed below the surface strong indications have been found of the site of Roman potteries; but down to the epoch, I have been speaking of, the productions and the condition of the potters were in much the same rude state as when Plot made his survey of the county.

"The Messrs. Elers had also the merit of introducing into this country a red unglazed porcelain, which they made from a clay found in the estate they had settled upon in Staffordshire, called Bradwall; but it was only the brown stone ware, (of the same kind as that now made by the Lambeth potters,) in the composition of which no flint is used, which they glazed in the manner above described. The white stone ware, and the use of ground flints in pottery, were discoveries of later years; and owe their origin to the following curious incident:—About the year 1720 a potter (believed to be the Astbury above mentioned) travelling to London on horseback, had occasion, at Dunstable, to seek a remedy for a disorder in his horse's eyes; and the ostler of the inn, by burning a flint stone reduced it to a fine powder, which he blew into them. The potter, observing the beautiful white colour of the flint after calcination, instantly conceived the uses to which it might be applied in his art; and then introducing into use the white pipe-clays found in the north side of Devonshire, instead of the irony clays of his own country, he readily produced the white stone ware. At first the flints were reduced to powder to the great injury of the persons employed; but the immortal Brindley, in the early part of his life, constructed the mills that are at present in use for grinding them in a moist state."

About the year 1750 commenced the inventions and improvements of the late Mr. Wedgwood, who, by combining science with the art, and having the advantage of a highly cultivated taste, not only greatly extended the uses of English pottery, and turned the tables upon the French and Dutch, who had hitherto exclusively supplied Europe with fine earthen-wares, but rendered it an object of admiration, and deserving a rank among the fine arts of the age. This inestimable man has left us an admirable example of what may be effected by cultivated talents and persevering industry. Such investigations as those to which he was accustomed, bring with them their own reward. Such experimentalists

"Exult in joys to grosser minds unknown,
A wealth exhaustless, and a world their own."

Porcelain is an artificial compound of great durability. When good, it is of so compact a texture that it would probably endure for ages. There is an octagon tower at Nan-king in China, called the Porcelain Tower, which is entirely covered with the most beautiful china. It is a building of nine stories, nearly 300 feet high, and each story decreases in breadth, as it rises in height. This singular and elegant edifice still retains its original beauty, though it has sustained the continued action of the sun and weather for four hundred years.

An interesting account of the processes which are carried on in the great French manufactory of porcelain at Sevres, has been published by Brongniart, who superintends it. See Philosophical Magazine, vol. xiii. xiv.

The Chinese are said to let their clay remain exposed to the atmosphere at least 20 years before they use it in making porcelain. Some tile-makers in England, who are curious in the article they manufacture, never use their clay till it has lain a year or two in the open air.

It is probable that some of the most esteemed of the porcelain clays may owe their estimable properties to an admixture of magnesia. In Nicholson's Journal, vol. xii. we read of a

porcelain earth, hitherto considered pure clay, having been analysed, and found to consist only of carbonate of magnesia and silex. Magnesia, I understand, is of use in porcelain, by lessening the degree of contraction to which all kinds of earthen-ware and porcelain are liable.

The beautiful colours, which are seen upon porcelain, and earthen-ware, are given by metallic oxides. Purple is given by gold; red by the oxide of iron; yellow by the oxide of silver; green by copper; blue by cobalt: and violet by manganese.

In another part, this truly respectable writer informs us, "should pure silex be wanted for chemical experiment, it may be procured by fusing common flint stones with three or four times their weight of potash, dissolving the product in water, and then taking up the alkali by the addition of an acid, which will precipitate the silex, which is to be well washed for use. The siliceous stones should be previously heated red in a crucible, and plunged in that state into cold water. This will render them brittle, so that they may easily be reduced to powder before they are mixed with potash.

ORIGIN OF DRESDEN CHINA.

ABOUT a century ago, there lived in the territories of the Elector of Saxony, a man of great learning, and most indefatigable industry in the hermetic science; and being in expectation of success in his design, the fear of persecution in case such success should be discoverd by his superiors, had induced him to take refuge in a place where, not being known, he might look on himself as secure from being suspected; his habitation from the same motives was fixed in a chemist's house, that the use of such implements as were necessary for his purpose might not appear any way alarming or extraordinary. In this house he died, and as some sort of acknowledgment, for the kindness and assiduous care he had been treated with by his host, presented him, on his death bed, with a small quantity of chemical

preparations, which, he told him, had full power to effect the transmutation of metals, at the same time giving him directions for the process to be followed in the using of it, yet still concealing the matter and method by which he had acquired this valuable secret.

Whether the chymist had, amongst the effects of the deceased met with some other secret more practicable, and perhaps no less profitable, I cannot pretend to determine; however that might be, the man grew suddenly rich, and having been weak enough to suffer the circumstances of the alchymist to transpire, it was quickly rumoured abroad, that he was possessed of a quantity of the powder of projection, which enabled him to make as much gold as he thought proper.

This report presently reached the Elector's ears, who immediately sent for him, and told him that if he was possessed of such a secret the exertion of it was due to his Sovereign, and that what gold he made must be for the use of his master, out of which he should be nobly provided for. In vain was it for him to deny the fact; the Elector gave him to know, that death, and the confiscation of all his effects to Government, would be the consequence of his persisting in a refusal.

Willing, therefore, to sacrifice part, if not the whole of his fortune, to preserve life, he assured his highness that he had but a very small quantity of the powder left, but that what he had should be devoted to his service.

Satisfied with this, he was confined in a castle, with a proper allowance to keep him, and there left to make gold for his Sovereign, and in consequence masses of that metal were from time to time delivered by him to persons commissioned to receive them; until at length, finding his powder of projection exhausted, he was obliged to declare that he had used the whole of the powder which had been given to him, and must therefore beg leave to desist his future pretensions relative to that arcanum. This answer, however, was not satisfactory to the Prince, who insisted on it that he must be acquainted with the secret, menaced him with death, unless he pursued the

task that had been imposed on him. The poor man, terrified with this threat, intreated, as his last resource, a respite of twelve months, to enable him to find out what it was, perhaps thoroughly convinced he should never discover it; after which time in case of failure, he should be ready to submit to his sentence. This, with some difficulty, was granted him; and he was confined with a close guard to prevent his making an escape, yet amply furnished with all necessaries and conveniences of life, and provided with all materials and utensils that could forward his researches.

At length the year expired, and the philosopher's stone no nearer perfection than at the beginning of it. Yet behold, in the process of his enquiry after it, amidst the hopeless trials he had made use of by "fusion, calcination, vitrification, separation, cribration, ablution, edulcoration, despumation, limation, pulverization, granulation, putrefaction, maceration, fumigation, cohobation, precipitation, emulgamation, distillation, rectification, sublimation, rapidification, extinction, reverberation, fulmination, extraction, digestion, circulation, consolidation, spiritualization," and other methods of almost every thing he could think of, at the close of one process a substance almost as valuable as gold glowed in his crucibles; and this was no other than the composition of the so highly esteemed Dresden China; the inestimable importance of which was so evident to his Electoral Highness, that he not only pardoned the inventor, but also bestowed on him a very large estate and raised him to a rank of nobility.---Both which his descendants enjoy to this very time.

Report on the Method of Manufacturing, and the Properties of Dutch, Danish, Bridport, and British Navy Sail Cloth. By the EARL OF DUNDONALD.

(Concluded from page 92.)

THE present system of manufacturing canvas for the navy, is in every one part of the manufacture in direct opposition to

the Dutch method; as if the difference of latitude and longitude between Helvoitsluice and Harwich, only 120 miles distant, require methods of manufacture diametrically opposite. Dutch canvas has always been admitted to be the best and most durable canvas manufactured in Europe, while the British navy canvas has been experienced to be the worst. Why, therefore, did not former Navy Boards adopt the Dutch method? The late and former commissioners will find it difficult to account for their conduct: they disregarded every representation on the subject made to them by the writer of this, as well as by some of the best informed and most respectable manufacturers of canvas in England; copies of whose letters are to be found at the Navy Board, if not committed to the flames. But Lord Dundonald has copies of many of those letters, which he can produce; and several letters on the subject are in the possession of the Board of Naval Revision, and which, in the strongest manner, corroborate his opinion as to the most judicious manner of manufacturing sail cloth.

Lord D. is not a theoretical, but is a practical canvas weaver: he had, about five years ago, looms at work; the canvas not for sale or profit, as he never sold any; done to make himself fully acquainted with the weaving branch, as well as the best methods of cleansing the yarn. These experiments of his, cost upwards of five hundred pounds in looms, utensils, rent, materials, and workmen's wages.

Lord D. undertakes to prove every thing stated in this, and in the accompanying papers, to the satisfaction of the present Lords of the Admiralty. He requests to be permitted, and to have an order to go to Deptford Yard, to cut two yards of canvas from twenty or thirty bolts taken promiscuously, and without selection; he engages to prove, that it will lose by two boilings with alkaline salts, from seventeen to twenty per cent. of its original weight. Every sample to be marked, or ticketed with lead, in a manner that shall correspond to the number of the canvas, and the maker's name. Lord Dundonald requests that his permission to take samples may extend to the hammock

stuff, which is at present in every respect deficient and inferior to the hammock stuff when Lord D. was in the navy. In his present and former exertions to improve the manufacture of sail cloth, he has not, nor has he ever had, the most distant idea of emolument to himself; he loves his country, and is, from many considerations, strongly interested in the success and welfare of a profession to which he once had the honour to belong; having, in the year 1770, been Admiral (then Captain) Paisley's Lieutenant in the Weazle sloop of war, on the coast of Guinea station.

The present situation of Britain, as respects the countries from whence she was formerly supplied with naval stores, particularly hemp and flax, requires that those articles should be husbanded with the greatest prudence and economy; and should be made in a sound state, to last as long as possible. Lord Dundonald is informed, that the navy has, at present, three years stock of those articles in store. If even but one year can be added to the last of those articles, it is a great object, and will give full time for bringing forward the necessary supplies from Canada, the East Indies, &c. or for the cultivation of hemp and flax in the fens, and reclaimed bogs of Great Britain and Ireland, for which they are well adapted. This will not take any part of the land from tillage or pasture: a bounty should be given on the sound and dressed hemp thus raised; likewise a premium for saving the seed of hemp which had been sown for the express purpose, but no premium on the hemp itself, as, from the ripening of the seed, it is of an inferior quality, and only fit for coarser purposes. Britain will likewise suffer as to the supply of iron she formerly got from Russia and Sweden; but that will be but for a time: the manufacture of coak-made iron is rapidly advancing in Britain, and should be encouraged by the legislature instead of being saddled with a duty, as was proposed to be done by the two late Chancellors of the Exchequer.

The war with Russia will promote in Britain the manufacture of the coarser fabrics of linen and hempen cloth, formerly had from Russia and Silesia. The cotton manufacture may, for a

time, decline, but the linen manufacture will proportionably advance. Without British capital, Russia may shut up shop. Her hemp, flax, iron, tallow, pot and pearl ashes, and linens, will remain on hand; manufactures and trade will be at a complete stand; and Alexander may, ere long, meet with the fate of his father, and grandfather.

Methods of Manufacturing Dutch and British Navy Canvas.

DUTCH CANVAS.

Chain or Warp, single, of Italian hemp.
Shoot or Woft, of the tow of ditto, ditto.
The yarn cleansed to a loss of 20 per cent.
Little or no dressing employed.
Chain contains at least three score more yarns than British navy canvas.
The shoot well driven up; canvas close, and, as it were, felted.
Stands its shape, number, and weight to the last, when made into a sail.
Does not mildew.

BRITISH NAVY CANVAS.

Chain or Warp, double, of flax.
Shoot or Woft, of the longs of hemp.
Yarn cleansed to a loss of from 3 to 7 per cent.
A very great proportion of wheaten flour dressing employed, to glue or stick together the double threads.
Chain not near so close and strong as Dutch canvas.
The shoot being of the longs cannot be driven so close up.
Does not stand its shape, number, and weight; when made into a sail, loses from a fifth to a sixth of its weight.
Is liable to mildew.

Report on Dutch, Danish, and Bridport Sail Cloth.

HOLLANDS DUCK, OR DUTCH CANVAS.

Breadth, 30 inches,
Chain single, of Italian hemp.
30 single threads in the inch of chain.

The shoots, of the shorts, or tow of ditto.
The shoot well driven up, and canvas close.
Wove with little or no dressing.
Cleansed in the yarn, to a loss of 20 per cent.
Will not mildew.

DANISH CANVAS, HEAVY NUMBER.

Breadth, 31 inches.
Chain double, of hemp.
18 double threads in the inch of chain.
The shoot, of the longs of flax.
Canvas well manufactured.
Wove with less dressing than the British navy canvas.
The canvas apparently callendered.
Cleansed to a loss of 17 per cent.
Will not mildew.
Is in every respect preferable to British navy canvas.

LIGHT NUMBERS OF DANISH CANVAS.

Breadth, 29 inches.
The one apparently a No. 4 or 5, the other a No. 8.
Both chain and shoot of flax.
The yarn well spun, and canvas well wove.
The yarn not cleansed at all.
Loss on boiling No. 5 with alkaline salts, 20 per cent.
Ditto ditto No. 8 ditto 17 per cent.
Liable to mildew.

Samples of Canvas of the Manufacture of Bridport, made by Messrs. FOWLER and SON, *viz.* Nos. 1, 2, 3, *and* 4.

Breadth, 24 inches, corresponding to the width of navy canvas.
The chain single, of the longs of flax.
The shoot, of the tow of flax.
Well wove, and close driven up.
Thoroughly boiled and bleached, to a loss of 25 per cent.
Will not mildew.

Is used by all the revenue cruisers, packet boats, and smacks of Great Britain.

One suit of Bridport sails will outlast two suits of British navy canvas, as at present manufactured.

	PER YARD.
Price of Bridport canvas, No. 1,	23½*d.*
Price of navy canvas, do,	20*d.*
2 yards of navy canvas, at 20*d.*	40*d.*
1 yard of Bridport, at 23½*d.*	23½*d.*
Saving equal to 42 per cent.	17½*d.*

The Bridport canvas may be further improved, by putting more yarn in the chain, like Dutch canvas, in which case the manufacturer should be allowed 1½*d.* more per yard.

2 yards of navy canvas, at 20*d.*	40*d.*
1 yard of Bridport, improved, at 25*d.*	25*d.*
Saving equal to 37 per cent.	15*d.*

But say that two suits of Bridport canvas did no more than outlast three suits of navy canvas. The expence will be as follow:

3 yards of navy, at 20*d.*	60*d.*
2 yards Bridport improved, at 25*d.*	50*d.*
Saving nearly 17 per cent.	10*d.*

But say even that three suits of Caker did no more than outlast four suits of navy canvas:

4 yards navy canvas, at 20*d.*	80*d.*
3 yards Bridport ditto, at 25*d.*	70*d.*
Saving upwards of 6 per cent.	5*d.*

Besides the many advantages already stated in this paper, in consequence of the navy's being supplied with the best possible canvas.

Lastly, Lord Dundonald most earnestly recommends this paper to the perusal and consideration of the Lords of the Admiralty. The manufacturers of Bridport and Crewkerne are

fully able to supply the navy with canvas, if a proper price is allowed them for it. But they should have notice given them in time, that they may prepare the yarn early in the spring, and which should be of hemp and not of flax, at least the chain should be of hemp: the shoot may be of flax tow, as it is softer and drives up better than hemp tow, that is, unless great pains are taken to soften it by beating.

QUERIES ON HAT MAKING.

SIR, *London, 20th Dec.* 1808.

IN August 1799, the following printed letter was circulated through London and Manchester, addressed to every Hat Seller, whether manufacturer or otherwise in each of those places; it was in 8vo. and the third page contained a list of twenty-two references of the first respectability, not only in the mercantile but literary world. Last year, I am told, the same Gentleman circulated proposals for publishing a Manufacturers' Cyclopedia; from this I should be lead to conclude, that the idea of publishing a Cyclopedia of that nature, had been for many years a favourite one with him; in nine years he must have made very considerable collections. I am sorry, sir, that I have lost a copy of the prospectus alluded to above, for as on it I wished to ground some queries to its author, which, if any of your correspondents, who may be in possession of a copy, will send to you for insertion, I shall offer to your Publication. That Gentleman need not be afraid at this enquiry, for I am so much his friend as to say, that the inclosed is a pledge of his earnestness in the Work; and should he now, which is rather incredible, have any rivals, he has at least secured to himself the mead of priority.

In hopes that some of your friends will inclose you the prospectus requested above,

I remain, Sir,

Your's respectfully,

A HAT MANUFACTURER.

SIR, *Newcastle-upon-Tyne, 1st Aug. 1799.*

ENQUIRIES, suggestions, &c. concerning the making of hats and the cutting of beaver, hare and rabbit skins, either by hand or particularly by engines, having appeared in publications as per dates below, I take the liberty to solicit your answers, directed for me, care of

to the following questions, &c. (meaning to publish, in the course of a few months, a History of Hat Making, the process of that manufactory, whether for wool or stuff hats, with the various ways of defrauding their masters practised by the journeymen, and the best manner of discovery, together with an account of the engines introduced into that business).—The exports of hats and imports of beaver, &c. so far as you can procure them for the last 10 or 20 years?---How many men may be supposed to be employed in the hatting business, and how many men or women in the furrying?---What funds do the hatters possess in London or elsewhere?---How are those funds supported? or how could they best be done away?——You would oblige me also by communicating, as far as you know, the various tricks for defrauding their masters made use of by the journeymen hat-makers or beaver-cutters, and the modes of discovery used by the masters in each business, with your opinion as to the practicability of the further simplification of the engines already made use of in hat-making, a list of which you have annexed; or if any more engines than those are yet erected or erecting? and (supposing the introduction of engines may not upon the whole be thought to be attended with such material advantages) you will please also to suggest what may appear to you the best mode of breaking up the influence which the journeymen have with each other, together with a collection of their cant or obscure terms, with their meanings, so far as you know. Be pleased also to favour me (if you can) with the method observed in plaiting hats.

Will you also add to your communication, an account of the process followed by the London dyers, with the best method

of making glue, and the English and French manner of making verdegrease?

If you think proper, your name shall be attached to any communication that you may favour me with, or concealed, if you prefer concealment; it may be withheld from me altogether, if you would wish that, or any private mark may be given with it that you chuse. If there be any printed papers respecting any of the above businesses in your possession, or any laws or regulations of the journeymen, will be much obliged if you would send them, together with the information requested above, to directed for me, and they shall be either returned to you or not, as you may please to appoint; if to be returned, they shall come to you again free of expence.

If the above, either in part or in the whole, does not meet with your concurrence, your objections against a private communication, or the propriety of publishing a history, &c. so far as may be attainable, will much oblige me.—That you may feel more confidence in your communications, you will please to enquire about me of any or the whole of the annexed list of my friends in London. By complying with the above, you will oblige,

Sir,

Your obedient Servant,

JOHN CLENNELL,

HAT-MANUFACTURER.

Gentleman's Magazine for Dec. 1798.

Monthly Magazine, in each Number since November, 1798, to this date.

Mr Nicholson's Chemical Journal, each Number since December, 1798, to this date.

List of Engines for Making Hats.

Mr. Daniel Cooper, Stockport, Late.

Messrs. Cooper, Bibby, and Downal, Lea-Wood, near Cromford, Derbyshire.

Messrs. Wells and Chatterton, Brenchley, Kent.

[We are obliged to a "Hat-Manufacturer" for his letter and inclosure: we join most sincerely in his solicitation, and take leave to add a request that those friends possessing copies of that paper may also favour us with their opinions on the utility or the reverse of such a Publication.

We think our communication on the Combination of the Calico Printers will throw a good deal of information on one part of the circular, and we hope our Correspondents will enable us to attend to the other parts with equal clearness. Ed.

CHAMBER OF MANUFACTURERS.

TO THE EDITOR OF THE TRADESMAN, OR COMMERCIAL MAGAZINE.

SIR,

I HAVE frequently enquired, but never been able to satisfy myself about the General Chamber of Manufacturers---it is mentioned slightly by Mr. Nicholson, in the prospectus of his British Encyclopedia in the following terms. "He (Mr. N.) has been in correspondence and connection with our principal manufacturers ever since he was secretary to their *General Chamber* in 1784." It is only a few days ago that I met with the following in the London Chronicle for Feb. 6---8, 1787. I shall be much obliged by your giving it a place, and hope if any of your correspondents would favour me through your pages with its origin, decline, and fall. You, as the recorder of the progress of all plans for the good of the Commercial Community, cannot hesitate in the propriety of the insertion of such a piece of history, accept the following.

"The general Chamber of Manufacturers had a meeting on Tuesday evening, when it was found that although but few of the various branches of manufacture were represented, they were by no means unanimous on the subject of the French treaty. A debate of several hours took place on the propriety of a former resolution of the Chamber, and in the end it was agreed to instruct the Committee to procure information for the Chamber against the next general meeting, which is to be on Friday evening, on several important points. Mr. Wedgwood was not present. Mr. Walker, deputy from the cotton manufacturers,

and Mr. Holmes, from the glass trade, both objected decisively to the treaty in many of its leading features, and particularly as it must facilitate the removal of our manufactures to France.

The following are the branches of information required:

"What laws respecting the trade of this kingdom must be repealed, to give effect to the French treaty?

"Whether the treaty with Portugal is at an end?

"And whether there are any articles of the manufactures of this kingdom, which being deprived of that market, are also left out of the French tariff?"

"And further, whether any commodities from France are admitted under Mr. Eden's treaty, which were not admitted into this kingdom by the treaty of Utrecht?"

Your's &c.

MANUFACTURES PECULIAR TO DIFFERENT COUNTRIES

TO THE EDITOR OF THE TRADESMAN, OR COMMERCIAL MAGAZINE.

SIR, *London, 10th Jan.* 1809.

I HAVE read with great pleasure in the 5th page of your last Magazine, a Paper on Commerce, by your very liberal and ingenious Correspondent, Mr. JAMES GRAHAM of Berwick-upon-Tweed, particularly the following passages, which though long to quote, are yet most worthy of being quoted.

"I am fully persuaded that it is as impossible for the inhabitants of any country to excel in the manufactory of every article, as it would be by any degree of cultivation to cause the earth in any one country to produce or bring forth the various productions of other climates. To inquire into the cause of this is not the design of the present essay; I only mean to state facts. The gin in Holland, the brandy in France, the rum in the West Indies, occur to my mind, at present, as in point. Notwithstanding the great capital of the English distillers, their persevering industry and diligence, aided by every chemical knowledge and improvement,—how different are our pro-

ductions from those mentioned! Yet in France, Holland, and the West Indies, these operations are often carried on by mere novices (if I may so speak) in the profession. I will now contrast English malt liquor with what is made any where in Europe. I believe it will be generally found that our ale and porter as far exceed those of all other countries, as the brandies in France and the gin in Holland excel ours. I would likewise mention our excelling in almost every article in the manufacturing of iron: I might contrast some of what may be called the loom manufactory. I am well aware that in many of these we either excel or have arrived at a great degree of perfection: still in many others we fall far short. I have, however, at present only mentioned those which I think are almost generally known and acknowledged.

"If we take a survey of this earth, even those places where nature seems to have been most bountiful, and to have poured out her whole luxuriance, even there we shall find some wants, some articles or produce, which, if obtained, would add either to the ease or comfort of the inhabitants. If we cast our eyes on the more northerly climates, where the sterility of the soil is rendered more barren, from the small degree of that solar warmth which gives life to the whole creation, yet even there we find a superfluity of some articles extremely necessary to the inhabitants of more favoured situations. Such indeed is the diversified nature of the earth we inhabit, that there is no country, however highly it may be favoured, which can produce all that is necessary for the comfort, health, protection, and security of its inhabitants."

These are facts, sir, well deserving the attention of the man who is fearful of foreigners driving us from the markets by a rivalry in the arts of life. Each country has its peculiar product, given to it by nature and by nature's God---by which it may if properly attended to, obtain and preserve an equality of rank in the consideration of surrounding nations. Virgil in his first Georgic teaches his countrymen the same truth.

Et quid quæque ferat regio, & quid quæque recuset
Hic segetes, illic veniunt felicius uvæ:
Arborei fœtus alibi, atque injussa virescunt
Gramina. Nonne vides, croceos ut Tmolus odores,
India mittit ebur, molles sua tura Sabæi?
At Chalybes nudi ferrum, virosaque Pontus
Castorea, Eliadum palmas Epirus equarum?
Continuo has leges æternaque fœdera certis
Imposuit natura locis,
Nec vero terræ ferre omnes omnia possunt.
Fluminibus salices, crassisque paludibus alni
Nascuntur, steriles saxosis montibus orni,
Littora myrtetis lætissima: denique apertos
Bacchus amat colles, Aquilonem & frigora taxi.
Aspice & extremis domitum cultoribus orbem,
Eoasq; domos Arabum, pictosque Gelonos.
Divisæ arboribus patriæ. Sola India nigrum
Fert ebenum, solis est turea virga Sabæis.
Quid tibi odorato referem sudantia ligno
Balsamaque, & baccas semper frondentis acanthi?
Quid nemora Æthiopum molli canentia lana?
Velleraque ut foliis depectant tenuia Seres?
Aut quos Oceani propior gerit India lucos,
Extremi sinus orbis? ubi aera vincere summum
Arboris haud ullæ jactu potuere sagittæ:
Et gens illa quidem sumptis non tarda pharetris.
Media fert tristes succos tardumq; saporem
Felicis mali: quo non præsentius ullum
Auxilium venit, ac membris agit atra venena.

Such are the distributions of Nature in her great divisions, and her *peculiar* bounty is not less marked in the smaller departments of each kingdom. Cheese, corn, coals, wool, lime, lead, tin, and a thousand et cæteras; each enrich a respective circle, and enable that part to stand amongst its fellows. One of these bounties of nature is however transferred from its native seats,

and in some instances excites the industry of other counties; wool is the article I particularly allude to: you tell us in your Preface that "agriculture, so far as the growth of wool, its sales, and transportation are concerned, will occupy part of your care, from thence you hope to trace it through the various preparations and combinations of the manufacturer." I sincerely wish the latter part may meet with its full accomplishment; our commercial men will then be freed from that jealous and selfish spirit with which they have been very generally, and I am afraid too justly, charged. Your attempt deserves well of the community, and even of the manufacturers, though I am afraid, as I have just observed, the latter will be slow to acknowledge the obligation; it is however, sir, the former part only of the quotation from your Preface, with which I at present, have any thing to do,—the transportation of wool.

Looking the other day over a collection of papers published originally at Newcastle-upon-Tyne, but since republished at Bath, I thought the following quotation from the 2nd vol. of that Work might meet your attention, it is worthy your insertion for a double purpose. It gives instances of the transit of wool from the counties of its growth, to those of its manufacture; and it also introduces to your notice a subject of great national importance, *the employment of the Poor.*

Having lately read a very ingenious dissertation by Mr. Good, on the best means of maintaining and employing the poor in parish work-houses, published at the request of the Society, for the encouragement of Arts, Manufactures, and Commerce, I take the liberty of extracting the following passages, with comments, for your valuable miscellany.—"About twenty years since (says he in his 109 page) the graziers of Lincolnshire were accustomed to send almost all their raw wool to Norfolk and Suffolk for a market. The price of the carriage alone, at least to the latter county, amounted frequently to twelve or fourteen guineas a load, and increased to an exorbitant degree the price, which might otherwise have been satisfactory for the woollen manufactures of those counties. The ill policy of sending the wool

of their own growth to such a distance, has, of late years, however been sufficiently perceived by the inhabitants of Lincolnshire; and the introduction of woollen manufactories among themselves, has rendered them capable of underselling, by the great difference in the price of carriage, the manufactures of the latter counties. The same systems may be employed in the former places, as in the latter; and the great difference in the value of the raw material, in the counties where it is grown, and in those where it is not, must destroy the basis of all possible competition. In Essex and Suffolk, therefore, the woollen manufactories are dwindling very rapidly; and though the greater contiguity and the superior reputation of the Norfolk manufactory have still continued to this county a very considerable and almost exclusive trade, Norfolk will eventually follow the fate of the other counties, where pasturage is not the prime object, and wool of course not generally grown."

The Yorkshire cloth-manufacturers, Mr. Editor, stand in exactly the same predicament with regard to the stock farmers about the Chiviot Hills, and the Coquet, as those in Norfolk and Suffolk did to the graziers of Lincolnshire, whilst the inhabitants of this town seem not only *quiet* but *pleased* with paying accumulated profit and accumulated carriage for our woollen cloth, when it may be with propriety asked, Where are the difficulties that may attend the erection of such manufactories in Newcastle? Is it impossible to overcome them? So much at present for the introduction of manufactories in general into this town.—I particularly wish at this time to call the attention of your readers to the following extract, they will find it in the 113 page.

"There are many parishes that, instead of having any desire to eclipse the rest of the world in the arts and manufactures introduced among their poor, are too idle and inattentive to their own interest to introduce any at all. Such is the case of Malborough and Carmarthen."—I cannot help congratulating my townsmen, Mr. Editor, that they are not ranked, however well they may deserve it, with the two last mentioned places;

he adds, and the reflection will, I am afraid, bear equally as justly upon us, "the pauper rates at these places are frequently exorbitant, and the inhabitants murmur perpetually at their amount. But they do not suffer more than they deserve for their inactivity, nor in reality so much; it does not occur to them that inactivity, whilst it increases their own expences by encouraging a spirit of idleness and aversion to labour among the poor, is injuring these last, at least in an equal degree with themselves; and depriving the country at large of no small quantities of beneficial industry and employment;"---In the 117 page we find the following very interesting remarks:

"In larger towns or cities, or wherever poor-houses are actually instituted, the aged and the disabled, as well as the younger children of both sexes may be judiciously employed in the sedentary occupation of picking oakum or horse hair, or any kind of light and similar labour. If there be a garden of any considerable extent, for the growth of potatoes and other vegetables, as there certainly should be, it will employ the labour of a few for the greater part of most days; and if cows are kept, and pigs bred and fattened, both which may be done very advantageously, and which actually are done at the poor-house in Shrewsbury, and many other places; the care of these will occupy the unemployed hours which remain from gardening. For the rest, the simpler branches of the woollen manufactory, as scribling, carding, and spinning, or the making of lint from old linen, by proper and simple machines, may be introduced advantageously, and with no small profit. If it be found desirable, from the number of paupers, and the extent of the institution, to introduce more regular and elaborate trades, looms of a variety of kinds, as those for stockings, crapes, broad cloth, or shalloons, according to the general trade of the adjoining country, should then be erected, and a master engaged, and allowed for his trouble in the instruction and necessary attendance, a due proportion of the common profits. By means like these, might be manufactured at home all the woollen articles necessary for cloathing, as linsey-woolsey, serge, stuffs,

flannels, and baizes; and if the spinning of flax were likewise to be introduced among the children of both sexes, they would not only be employing their time to future advantage, but there is scarcely any article of clothing of any kind they would stand in need of, that might not be manufactured in the house itself, and it might be said with literal truth,

"The russet clothing o'er their shoulders thrown,
With decent dress to fence the evening air,
This simple russet clothing was their own;
'Twas their own country bred the flock so fair,
'Twas their own labours did the fleece prepare.

SHENSTONE."

I suspect, sir, the writer of that paper little thought that he was recommending a plan to the inhabitants of Newcastle-upon-Tyne, which had been practiced a few years before that, in Devonshire, and of which, he might, had he known it, availed himself as of an argument from experience.

In Baldwin's London Weekly Journal for Dec. 1791, we have the following extract:

"*Gloucester, Dec. 26.* A number of boys and girls from Tiverton and St. Mary Ottery, in the county of Devon, passed through this city last week on their way to the cotton works near Leeds in Yorkshire, where they are to be taught the different branches of that manufacture. Two or three artificers in machinery accompanied the children, who said they were going to learn the construction of the several machines employed in the trade, with a view to supply some parishes in Devonshire and Cornwall with machines to set the poor to work, and enable them to enjoy those comforts which are the attendants on well-directed industry.

"These children were conducted by an intelligent person, from whom we learnt that the woollens of Devonshire, which are calculated for the Portuguese and Spanish markets, sometimes remain on hand from a stagnation in the trade, which causes

great distress among the poor, and imposes a heavy burthen on the country for their support. It has therefore been suggested that an introduction of some branch of the cotton manufacture, which seems capable of an extension beyond all others, would prove highly advantageous as a means of employment when the woollen branch happens to fail.

"These children are to remain in Yorkshire till they have acquired a proficiency in the work, and then return and communicate their attainments in their native country."

The late Mr. Barton of Carlisle, he further informs us, "invented a very useful and ingenious instrument for the spinning of hemp, wool, or flax. It is an horizontal wheel, at which twelve little children can spin at one time, and without interfering with each other's work; its expence is about five guineas, and no poor-house where there are children should be without it." On the subject of the poor, sir, I have frequently meditated, and on that subject, ideas similar to those excited by the above remarks, have frequently been suggested to me. Not long ago the public was acquainted with the total sum paid by the parishes in this town to the poor, forming together a tremendous aggregate of ten thousand pounds for one year! and that not taken as the most expensive one, but merely because it was that year nearest the time in which the accounts were collected. It would be well if some of your readers would favour us with an estimate, for how much one house could be built to contain the indoor-poor of the four parishes;---the plan at Shrewsbury might not be difficult to obtain, and the old gates or walls of this town would well afford that part of the materials for building. As to labour, any, or all the manufactories in which this county wool is employed, appear the most likely for affording an object for their industry. Should this, in obtaining a place in your very useful miscellany, obtain also the attention of your correspondents in any of your future numbers, we may naturally hope that some plan at least, more advantageous than the present, may be pointed out, which may combine an increased

happiness of the poor, and a decreased expence of their supporters, which are some of the objects pursued by,

S.r, Your's, &c.

N. L.

In the above, as some of the expressions will doubtless appear only adapted to the town of Newcastle-upon-Tyne, it may be observed, that many places have also old walls disfiguring their precincts, the mouldering remains of fortifications, which at present afford only receptacles for dunghills and for filth, and covers for the nestling and increase of rats and other such destructive animals; almost all towns have more than one parish, their union is therefore indirectly recommended, and their substitution of making the poor support themselves, to forcing the industrious part of the parishes to maintain them, is also defended.

I shall conclude this with two queries, which naturally arise from the foregoing; these I hope some of your Correspondents may enable you to inform me through your pages,---What difficulties are presented to the counties of Northumberland, &c. against working up their own Wool? And what Manufactures are flourishing in the various Poor-Houses or Work-Houses of England?

I am,

Your obedient servant,

W. R.

ON CORPORATION LAWS.

TO THE EDITOR OF THE TRADESMAN, OR COMMERCIAL MAGAZINE.

SIR,

A CORRESPONDENT of yours seems very anxious for the abolition of the Corporation Laws, and I agree with him in toto, that it would be extremely desirable, as it also would to abolish many other laws concerning trade, which are either useless or tend only to the aggrandisement of individuals to the detriment of the public.

The corporation charters are certainly the greatest infringement upon the liberty of the subject, as they prevent the labourer

from carrying his work to what market he pleases: however, sir, I fear that there is no chance of any change taking place respecting them, for I beg leave to hint to Philanthropos that the *Corporations return the majority of the House of Commons.*

I remain, your's,

W. H. WYLLISFY.

ON CORPORATIONS.

LETTERS ON CORPORATIONS.

LETTER II.

SIR,

AFTER having in my first Letter given a local habitation and a name to the subject of our present researches; or in other words, having united our *regu ting ers* into one body, with perpetual succession and vested by the policy of the law, with the capacity of acting, in many respects, as an individual, we must view it henceforth as endowed with the power, particularly of taking and granting property, of contracting obligations, of suing and being sued, of enjoying privileges and immunities in common, and of exercising a variety of political rights, more or less extensive, according to the design of its institution, or the powers conferred upon it, either at the time of its creation, or at any subsequent period of its existence.

From their having perpetual succession, the capacity of suing and being sued in their political character, single persons of both these descriptions, have without much propriety been uniformly in the books of English law, called Cor rations, and from hence these have been distributed into two general classes; Corporations sole, and Corporations aggregate, or of many; of the first kind, those best known and most commonly enumerated are, the King, Archbishops, Bishops, certain Deans and Prebendaries, all Archdeacons, Parsons and Vicars, and of the same kind were chantry Priests in the times of the Popish faith; of the second kind, of sole Corporations the most familiar in-

stance is the Chamberlain of the city of London, who may take a recognizance for himself and successors in trust for the orphans.

Before the dissolution of monasteries, Corporations aggregate were divided into the two classes, of Corporations aggregate of many persons, and Corporations aggregate of one, and the rest incapable, or dead in law: a master and fellows, or a master and scholars of a college are examples of the former kind; an an abbot, and monks and a prior and monks were examples of the latter; those of the former must sue and be sued by their aggregate name, but the abbot alone, or the prior alone, might sue and be sued alone in right of his house.

Another division of Corporations, whether sole or aggregate, is into ecclesiastical and lay: ecclesiastical Corporations are those of which not only the members are spiritual persons, but where the object of the institution is also spiritual; such are Bishops, some Deans and Prebendaries, all Archdeacons, Parsons, and Vicars, and formerly chantry Priests, which are sole Corporations; Deans and Chapters. At present and formerly Prior and Convent, Abbot and Monks, which are Corporations aggregate, and ecclesiastical Corporations, were formerly subdivided into regular and secular; the regular were composed of those ecclesiastical persons who lived under some rule, had a common dormitory and refectory, and were obliged to observe the statutes of their order; of this class were the monasteries, priories, and some canonries: the secular were so called, because they conversed *in seculo*, performed spiritual offices to the laity, and took upon themselves the cure of souls: such are at this day, all the ecclesiastical Corporations known to the law, and such were formerly some canons; lay Corporations are again subdivided into two classes, eleemosynary and civil, the first are such as are constituted for the perpetual distribution of the free alms or bounty of the founder of them, to such a description of persons as he has directed: these are of two general descriptions. Hospitals for the maintenance and relief of poor and impotent persons, and colleges for the promotion of learning

and the support of persons engaged in literary pursuits; of which the greater number are within the universities, and form component parts of these larger Corporations, and others are out, and not necessarily connected with such institutions.

Civil Corporations are established for a variety of temporal purposes. Thus a corporate capacity is given to the King, to prevent in general the possibility of an interregnum or vacancy of the Throne, and to preserve entire the possessions of the Crown, for immediately on the demise of one King, his successor is in full possession of the regal rights and dignity; other civil Corporations are established for the purpose of local government, such as the Corporations of cities and towns, under the names of mayor and commonalty, bailiffs and burgesses, and other similar denominations. There are also some Corporations which have a corporate capacity only to some particular purpose, thus churchwardens may take goods in succession for the use of the parishioners.

A Corporation is usually composed of natural persons, merely in their natural capacity; but it may also be composed of persons in their political capacity of members of other Corporations. Thus by a charter of Edward VI. the mayor, citizens, and commonalty of London, are appointed governors of Christ's Hospital, of Bridewell, and incorporated by the name of the governors of the possessions, revenues, and goods of the Hospital of Edward VI. King of England, of Christ, Bridewell. So a man who forms a component part of a Corporation aggregate, may have to some purposes, a distinct corporate capacity; thus a dean and chapter form one Corporation aggregate, but in many cases both dean and prebendaries have distinct rights as Corporations sole; each may have distinct revenues appropriated to him and his successors, in his political capacity; and the prebendaries alone, without the dean, may also form one aggregate Corporation, distinct from that of dean and chapter.

There are some towns, in which there are several incorporated companies of trades, which have so far a connection with the

general Corporation of the town, that no man can be a freeman of the town at large, and consequently a member of the general Corporation without being previously a freeman of some one of these companies, of this description is the Corporation of the city of London, and of many other cities and towns; and the general corporate bodies of the universities are constituted nearly in the same manner, for every member of the general Corporation must be a member of some one or other of the colleges or halls within the university. There are other incorporated towns in which there are no incorporated companies which have any reference to the general Corporation of the town, and the freedom of the town of course refers only to that general Corporation; such, it is presumed, are the towns of Kingston-upon-Hull, and Kingston-upon-Thames. There are also several corporate companies of trades, without reference to any general Corporation of the town in which they are, and indeed where there is no incorporation of the town at all; such are the Cutler's company, at Sheffield, and the company of Shipwrights at Rotherithe. The Bank, the East India Company, the College of Physicians, the Company of Surgeons in London, for the improvement of medical science, the Royal Society for the advancement of natural knowledge, the Society of Antiquarians for promoting the study of antiquities, and the Royal Academy of Arts for cultivating painting and sculpture. Many aggregate Corporations are composed of several distinct parts, which are called integral parts, without any one of which the Corporation would not be complete, although none of them be a distinct Corporation; thus where a Corporation consists of a mayor, aldermen, and commonality, there are three distinct parts, but neither of them have any corporate capacity distinct from the other two, and therefore the mayor cannot in his political character of mayor, take in succession any thing as a sole Corporation, nor the aldermen as a select body take any thing to them and their successors as an aggregate Corporation: in most of these, there is one particular person, who is called the head, and who forms one of the integral parts of that body.

such is the mayor, in a Corporation of mayor, aldermen, &c.; the chancellor, in the general Corporations of the universities, in that of dean and chapter, the dean, the master, in a body of master and fellows, or those and scholars in colleges of universities, or master, wardens, and assistants, in the companies of London, &c. There may also be a Corporation aggregate of many persons capable without a head, as a chapter without a dean, or commonality without a mayor; thus the collegiate church of Southwell, in Nottinghamshire, consists of prebendaries only, without a dean; and the governors of Sutton's Hospital, commonly called the Charter House, have no president or superior, but are all of equal authority, and at first the greater number of Corporations were with out a head.

We come now to the enquiry, "How a Corporation is created? With respect to the authority by which these bodies are established it may in general be divided into four kinds: first, Corporations by common law; second, by authority of Parliament; third, by the King's charter, or lastly, by prescription.

Corporations by common law, are those to which several corporate capacities have been annexed, in virtue of their political character, by the universal assent of the community from the most remote period, to which their existence can be traced: of this description are the king, all bishops, parsons, vicars, deans, archdeacons, prebendaries, or canons of some cathedrals, churchwardens, and deans and chapters, and such were all chantry priests, abbot and convent, or prior and convent. It is indeed sometimes said that a Corporation of dean and chapter, is a Corporation by the King's charter; at other times that it may be by prescription, King's grant, or act of parliament, and in another as Corporations by the common law, their capacity and the nature of their establishment they derive from immemorial usage, which gives them the description of Corporations by the common law; yet they are all individually of the King's foundation; some of ancient foundation, says Sir Edward Coke, and others newly erected, and may have been erected either by act of Parliament or by the act of the King alone, or in other

words, the act of the King gives *being* to every individual bishopric, deanry, and chapter, &c.; but the moment such are created, the nature of their institution, their capacities, and incapacities are immediately known to the common law.

A Corporation by authority of parliament as the terms imply, is one established in consequence of the express act of the whole legislature.

That by the King's charter, is such a one as exists by virtue of such charter alone.

A Corporation by prescription, is one which has existed from time immemorial, and of which it is impossible to shew the commencement by any particular charter or act of parliament, the law presuming that such charter or act once existed, but that it has been lost by such accidents as length of time produces.

We now will consider Corporations as they are related to the public. When a Corporation is duly created, many powers, capacities and incapacities are tacitly annexed to it, without any express provision, and of these, five are said to be necessarily and inseparably incident to *every* Corporation: first, to have perpetual succession, and therefore all aggregate Corporations have power necessarily implied of electing members in the room of such as are removed by death, or otherwise. Second, to sue and be sued, implead and be impleaded, grant and receive, by its corporate name, and do all other acts as natural persons may. Third, purchase lands and hold them for the benefit of them and their successors. Fourth, have a common seal. And, fifth, make bye-laws or private statutes for the better government of the Corporation. The two last, it is admitted, are very unnecessary to a Corporation sole, though they may be practised, and the last is not so inseparably incident to a Corporation aggregate, that it cannot subsist without it; for there are some aggregate Corporations to which rules and ordinances *may be prescribed, and which they are bound to obey*: neither are these all the incidents to which without any express provisions are necessarily annexed by legal implication

to an aggregate Corporation, and it is material to observe that though many things be incident to a Corporation, yet to form a complete idea of an aggregate one, it is sufficient to suppose it vested with the three following capacities: First, to have perpetual succession under *a special* denomination, but *an artificial* form. Secondly, to take and grant property, to contract obligations, to sue and be sued by its corporate name as an individual. Thirdly, to receive grants of privileges and immunities, and to enjoy them *in common*.

These alone are sufficient to the *essence* of a Corporation, neither the *actual* possession of property, nor the actual enjoyment of franchises is necessary.

But, sir, enough for the present; if my engagements will permit me, I shall next month pursue the subject. In the mean time,

I remain,

Your's, &c.

PHILANTHROPOS.

ON A CUSTOM HOUSE AT SHIELDS.

LETTER I.

TO THE EDITOR OF THE TRADESMAN, OR COMMERCIAL MAGAZINE.

SIR, *North Shields, Nov. 20th, 1808.*

I HAVE little doubt but the friends of the improvement of the River Tyne, and the consequent facilities afforded to the coal trade, will thank your Correspondent J. C. of Liverpool, for that part of his communication in your last vol. page 482, *on the Deterioration of our River*. I hope your Magazine, sir, will be the means of giving us considerable information on that subject; many attempts have been made here, to obtain redress, but from the bribery, and the overwhelming interest of the Corporation of Newcastle, our labours have generally

proved abortive. My present communication is not on the neglected navigation of the Tyne, however flagrant its present state, or deplorable its consequences: I wish at present to call the attention of the friends of the Commercial Magazine, and of Commerce at large, to THE UTILITY OF ESTABLISHING A CUSTOM HOUSE AT NORTH OR SOUTH SHIELDS, by arguments and statements, which the Corporation of Newcastle can neither deny nor refute.

To speak at Newcastle of the propriety of establishing a Custom House at either of the Shields's, would be as high treason, and the delinquent, if an inhabitant of that town, would be doomed to suffer all the penalties of such a charge: an inhabitant of this town, though he even may not effect his purpose, may yet smile at their powerless revenge, and you, sir, are completely protected. Whatever may be your principles, on the privileges or prejudices, the benefits or the injuries of Corporate Bodies, "The Commercial Magazine," surely cannot refuse to insert communications on subjects intended, in their consequences, for the advantage of commerce; nor can "The Tradesman," be indifferent to the increasing inconveniences, or perpetual losses, of thirty thousand Tradesmen!

I shall now proceed directly to the subject of my present address to you, the necessity of establishing a Custom House in North or South Shields, totally independent of, and distinct from, that at Newcastle-upon-Tyne, and accountable only like it, to the superior board in London.

I have hinted above, that the population of these two towns and villages in their vicinities, which are principally inhabited by gentlemen and their connections in either of these places, amounted to thirty thousand.

At the general enumeration, about the year 1800, it was calculated from the number given in, combined with the general reluctance amongst the lower orders to tell the whole truth, that the numbers nearly stood as follows:

The population of South Shields, Westoe, &c. &c. .. 15,000
North Shields, Tynemouth, &c. .. 15,000

And though Newcastle-upon-Tyne only reached 28,366, yet making allowance for mistakes, from the same prejudice, (I was going to write principles) of defective information in the inhabitants of the lower orders of Newcastle, as those of the same class in every other place, we may, I think, fairly estimate the population of that town and neighbourhood at 29,000. Thus, Mr. Editor, if any argument can be drawn from the numbers of the respective places, Newcastle cannot boast of a more extensive population: should it assume an exclusive right to the conveniences of a Custom House? I say *exclusive*, for though that corporation grasps at this exclusive privilege, we only wish to enjoy one, in common and upon equal terms with them, and every other town that possesses one.

From the population of these ports we may proceed to statements of the shipping employed in each, and from each; this as well as the consideration that follows it, is generally avoided by the Corporation of Newcastle---in conversation with them the subject is often changed as soon as mentioned. At other times they attempt to bully, or to laugh us out of our rights, ought we to be so blinded?

It has been granted to us even by themselves, that was the ratio of the shipping of this river to be divided into six shares, it would be found that North Shields and its neighbourhood (by this I mean Tynemouth, &c.) possessed .... 3-6ths.
South Shields and its vicinity ..... 2-6ths.
And Newcastle ..... 1-6th.

Some indeed calculate as below, dividing the whole into eleven shares,
North Shields, &c. possesses ..... 5 parts.
South Shields, &c. ..... 4 parts.
Newcastle, ... 2 parts.

At any rate, the Corporation of Newcastle allow themselves, that the shipping of the town is much inferior in number and tonnage, and consequently of importance, to that of the two Shields's.

Another argument might be drawn from the increase of docks in North and South Shields, compared with those of Newcastle.

South Shields possesses docks to contain..... 14 ships.
North Shields, nearly as many, but only say.... 10
And those of Newcastle will suffice for .... 7 or 8

From this comparative view of the population, the account of shipping and the number of docks of each place, we might compare the facilities afforded at each as a harbour. An argument from this subject is formidable in every view. Shall we make our estimate from one extremity of the town to the other? Let the conservators calculate the extent of each upon the river; but they will not. Our harbour, even in its present degraded state is our glory, but our old men shake their heads at its injuries.

"Qualem te dicam bonam,
Antehac fuisse, tales cum sint reliquiæ!"

We could even now allow two thousand ships of considerable burthen to ride in safety, if they can escape the difficulties of the entrance; whilst few ships, not perhaps above twenty, of any great burthen can even approach the town of Newcastle, and were it not for the Tyne Keels, that bring the coals to the ships in this port, London ere now might have looked for its supply of that necessary article through the medium of the Paddington canal alone, from the gross neglect of the conservators of this river!

So much on this head, for what the port is; what it might have been, but for that corporation, and the dean and chapter of Durham, may be estimated, when I observe, a proposal was once made to excavate the mill-dam and the mill-field of South Shields, the two containing about eleven acres, for the purpose of forming an additional harbour for our shipping. But as soon as this was known by the corporation, they began to fill up the mill-dam with ballast! This place they had procured from the dean and chapter of Durham, upon lease.

Other grievances and calculations, I must make the subject of a concluding letter; at present I shall only say, that we see

with the most heartfelt grief, the Corporation of Newcastle doing every thing they can to injure this part of the country in its principle support, THE COAL TRADE; with one hand, as it were, do they eventually choke up the river, and with the other they debar a population of thirty thousand inhabitants from enjoying their natural rights, as subjects of the happy government of England, by hindering their obtaining the most complete facilities in the exercise of their Commercial pursuits.

I am, Sir,

Your's, respectfully,

W.

(Concluding Letter in our next.)

ON A SUBSTITUTE FOR CANDLES.

WHILST the importation of Tallow from Russia is almost entirely suspended, and the produce at home so far short of the consumpton, it is a duty incumbent on every individual of this country to counteract this deficit, as far as he is able, and to which he will be more particularly induced, when a substitute is pointed out on a more economical score. For this purpose the lamp has been long recommended, and an inferior kind of oil should be substituted for tallow candles in all warehouses, manufactories, shops, and even household offices. It is true oil has long been partially used, but from many prejudices and for want of simple remedies against some of the inconveniences attending it, it is not so general as could be wished, and by which the consumption of tallow could be easily diminished at least one-third. The whale fishery is one of the staple branches of English commerce, and is the means of forming one of our principal nurseries for seamen to the royal navy. An increased consumption of oil could not very easily render any material rise in the price of that article, as it is well known that the warehouses of Hull and Liverpool alone, have long been overstocked, and vessels employed in the fisheries have now been engaged in

other branches of commerce, for which there was an easier market.

We see no end to the daily advertisements of Patent Lamps, on entire new principles and saving plans; but experience has shewn, that nearly all these are so complex in their construction, as well as expensive, that they cannot be adopted for general use, and the management of them, not being correctly attended to by the menial servants, they are soon rendered useless. It is therefore recommended from experience, that lamps should be as simple in their construction as possible, and having a reservoir for oil, not holding a larger quantity than sufficient for the night's consumption, as the most superior kind, if suffered to remain stagnant in a lamp, soon loses its strength and is rendered glutinous, and not equal even to the most inferior kind fresh supplied.

A very ingenious writer on this subject * has strongly recommended *Argand's Lamp*, † as giving a clear saving of 15 per cent. over other lamps of the kind, in its production of a greater quantity of light for the same consumption of oil. By various experiments made with this lamp, it appears to have been a proportion of near one to six in favour of the lamp, in point of light emitted when burning a tallow candle of six in the pound, and in producing equal light from both, the difference in point of expence, was as one to three. But for more general use, a more common lamp, having a broad wick, seems to have much the advantage, and according to the breadth it may be adjusted to give any degree of light necessary. The writer hereof, in order to make an accurate calculation of the difference between the consumption of tallow candles and that of oil, burnt for several evenings the one against the other, after trimming a

---

* Count Rumford.

† The superior principle of this Lamp, is the admission of a larger quantity of air to the flame, than in the common way, by having the wick of a circular form between two cylinders, the heat and light being augmented thereby, and the smoke consumed in the flame.

common lamp as last mentioned to give a light equal to that produced from the candles chain; the result was, that by the time a pound of candles was consumed, which cost 14*d.* only ¾ of a pint of common oil was consumed, which cost 5*d.* This was in a chamber where the lights burnt equally steady; had it been in an open shop, or where any draught of air had been, the difference would have appeared much greater in favour of the oil. It was also ascertained that a common candle, of which there were eight in the pound, or of the weight of two ounces each, would last for four hours and a quarter, or the pound would burn for thirty-four hours. It has been a strong prejudice against the use of lamps, that they can only be used for stationary or fixed lights, as being moved by hand, they are liable either to go out or spill the oil; to prevent this inconvenience I would recommend, that a common tin hand-lamp be used, made after the construction of the marine compass, always to keep its equilibrium, which requires nothing more than having the body of the lamp suspended on a pivot within a double hoop, forming the stand, when being moved in any manner the flame will always be uppermost and the oil never spill.

It is not improbable that time and human invention may find other substitutes for tallow and oil, so as to be dependant on neither from foreign produce. At Gratz, in Silesia, a very ingenious dissertation has lately been published on Vegetable Tallow, recommending the institution of a new candle manufactory, and in which the author states that the blossoms of the *populus nigra*, or black poplar, yield by pressure an oil or resin, which consolidates in the usual temperature of the atmosphere, and which when made into candles, is found to give a light much cheaper than tallow and more brilliant than that of wax. The only inconveniences (and this the author hopes by chemical process to overcome) is that these new tapers have a tawney colour, duller than that of bees wax.

This perhaps may furnish a hint to our ingenious countrymen, and it is a well known fact that there is a plant which has long grown wild on Bagshot heath, known by the name of the *candle*

berry myrtle, possessing a property equal to that of the *populus nigra*.

Time also may render farther improvement in the invention of gas lights, however it does not appear they can be ever rendered practicable but in extensive manufactories, and the adoption thereof would be of essential service to the coal trade. In Manchester this has been carried into effect on an extensive scale, particularly in the cotton mills, warehouses, and even the dwelling house of Messrs. Phillips and Lee. In ascertaining the quantity of light used during the hours of burning, it appears to be equal to that of 2500 mould candles of six to the pound. The burners, 271 in number, are after the principle of Argand's Lamp, each giving a light equal to four candles and 633 common burners from small conical tubes, having three small circular apertures through which the gas issues; each of these burners giving lights equal to two candles and a quarter. These 904 burners require an hourly supply of 1250 cubic feet of gas, from canal coal, as being of superior quality for that purpose, notwithstanding its high price. This manufactory is computed to require the lights two hours in every twenty-four during the year, and the consumption of coals for each two hours is 7*d.* of cannel coal, and about one-third the quantity of common coal. The annual consumption of cannel coal will be 110 tons, and its cost 125*l.*; and of the common coal 40 tons and cost 20*l.* After this the coak produced will be 70 tons, value 98*l.* exclusive of a production of 1250 gallons per annum. The interest of the capital expended in erecting the proper apparatus will be about 550*l.* per annum, making the whole expences of lighting per annum 602*l.* The expence of candles to give the same light, reckoning them at 1*s.* per pound would be 2000*l.* Since the first erection of this apparatus, the original inconveniences from the smell of the gas has been completely obviated, and Mr. Lee's house is brilliantly illuminated therewith to the exclusion of every other species of artificial light. The same plan has also long been carried into effect very successfully throughout the extensive premises of Messrs. Boulton and

Watt at Soho. As it is entirely free from danger of sparks and the frequent snuffing of candles or trimming of lamps, it is of the utmost importance in diminishing the hazard by fire.

Was this plan carried into effect generally, where lights are requisite on an extensive scale only, the saving of the consumption of both tallow and oil would not only be great, but it would be considerable advantage to Britain both in war and peace, rendering her entirely independant of a supply from foreign nations.

C.

ON TURNPIKE ROADS.

TO THE EDITOR OF THE TRADESMAN, OR COMMERCIAL MAGAZINE.

SIR,

As you were so good as to insert my former communication on the speedy conveyance of letters from London to Dublin, I shall take the liberty of sending a few lines respecting Turnpike Roads, a subject connected with that upon which I wrote to you before. I shall not begin by enumerating the advantages that good roads are to the community, as they are obvious to every one, but shall only state a great obstacle in the way of making new roads, and also of improving old ones. No turnpike gate is now allowed to be erected without an act of parliament passed for that purpose; and when erected, a new act must be had from time to time (every one-and-twenty years) to keep it up. Now, sir, I should be much obliged to any one who would point out any good reason why the roads should be taxed in this manner, as it appears to me to answer no end but to put money into the pockets of the clerks of the House of Commons. If it was right that the roads should be taxed for the purpose of paying the clerks of the House of Commons, surely it ought to be a more even tax, for as it is, the poor roads pay equally with the rich. Roads are by this tax run into debt, and then are obliged to be left unrepaired or repaired by the neighbouring farmers.

Why might not acts be granted until such time as sufficient cause of compla nt was laid at the quarter sessions against the continuance of it?

I remain, your's,
W. H. WYLLISFY.

INFORMATION AND QUERIES ON COPPERAS.

TO THE EDITOR OF THE TRADESMAN, OR COMMERCIAL MAGAZINE.

DEAR SIR,

I WAS favoured with your letter, inclosing "Prospectus and Copy of the first Preface, &c. of the Tradesman, or Commercial Magazine." I am extremely glad you have undertaken a work of such peculiar importance to the commercial man, the manufacturer, and the man of science. Under the second head you will be particularly at home, as from my own knowledge you have been collecting accounts and observations on manufactories for these seven or eight years past. Your former habits and connexions, and the whole process of your studies and enquiries, have peculiarly fitted you for the task. You must also in London, as you observe to me, "possess a variety of resources, even independent of your past progress in life." I particularly approve of the wish you express in it, that LECTURERS in CHEMISTRY, as well as MANUFACTURERS, may favour you with their doubts, objections, and queries; and I will add at the same time, that they ought to send you even every hint and detached information on the subject of their observations, that your enquiries may be facilitated as much as possible.

After thus expressing my approbation of your plan, and joining to it my best wishes for its successful progress, as

"Example teaches when a precept fails,"

I beg your leave to add the opinions of some of our most respectable literati, on the subject of public intercourse between manu-

facturers. In the early period of the Royal Society of London, Bishop Spratt published an account of its labours, and a defence of its plans. He says, in the 310th page of his 4th edition:

" In composing histories after this manner, they resolve to proceed, till they have not only obtained an account of all the great and most substantial trades, but also of all less works, and private productions, which are confined to some particular soils, or corporations, or families. As this stock shall increase, they purpose to make it of general use, either by continuing printing the most remarkable of them, or by freely exposing them to the view of all that desire such informations; provided, that at the same time they receive some, they will also communicate others: and they have assured grounds of confidence, that when this attempt shall be completed, it will be found to bring innumerable benefits to all practical arts: when all the secrets of manufactures shall be discovered, their materials described, their instruments figured, their products represented: it will soon be determined, how far they themselves may be promoted, and what new consequences may thence be deduced. Hereby we shall see whether all the parts of the most obvious crafts have been brought to perfection; and whether they may not assist each other, more than has been hitherto endeavoured: hereby we shall discern the compass, the power, the changes, the degrees, the ages of them all; and speedily understand, whether their effects have been large enough, and the ways of producing them sufficiently compendious. In short, by this help the worst artificers will be well instructed, by considering the methods, and tools of the best: and the greatest inventors will be exceedingly enlightened; because they will have in their view the labours of many men, many places, and many times, wherewith to compare their own. This is the surest, and most effectual means, to enlarge the inventions: whose nature is such, that it is apt to increase, not only by men's beholding the works of greater, but of equal, nay, of less wits than themselves."

And Dr. Johnson, in the 201st number of the Rambler, quoting from the works of the liberal and Honourable Robert Boyle,

says, "The excellency of manufactories and the facility of labour would be much promoted, if the various expedients and contrivances which lie concealed in private hands, were, by reciprocal communications, made generally known; for there are few operations that are not performed by one or another, with some peculiar advantages, which, though singly of little importance, would, by conjunction and concurrence, open new inlets to knowledge, and give new powers to diligence!"

With regard to the beneficial effects of scientific knowledge, and particularly of chemistry on manufactories, I could urge little additional to what your respectable and ingenious friend Parkes has advanced in his Essay on the Utility of Chemistry to the arts and manufactures, (make my thanks to that gentleman for his kindness in sending me a copy, and accept the same yourself for your trouble in forwarding it). One instance given by him I cannot deny myself the pleasure of offering to your readers; it is the more impressive, as it is a direct appeal to experience.

Mr. Wedgwood was so sensible of the importance of chemistry to these arts, that he not only applied to the study of the science himself, but, upon the death of the celebrated Dr. Lewis (author of the Commercium Philosophico-Technicum), actually engaged his assistant, a Mr. Chisolme, to experimentalize with him, and to devote *his whole attention* to the improvement of the manufacture by application of his chemical knowledge, of which perhaps few men in the kingdom *at that time* had a larger share. A faint idea of the advantages which he derived from these sources may be conceived from the following circumstance: Dr. Bancroft, in his "Philosophy of Permanent Colours," when treating on iron, says, "I remember having been told by Mr. Wedgwood, that nearly all the finediversified colours applied to his pottery were produced only by the oxides of this single metal." This one fact is sufficient to shew with what assiduous application he must have studied chemical science, and how insufficient every attempt to bring his manufacture to the perfection which it has now attained, would have been, without this attention.

"The sister art, that of making glass, is also entirely chemical, consisting in the fusion of siliceous earth with alkali and the oxides of lead. In this trade, as well as in many others, the chemical manufacturer, and the man of enlightened experience, will have many advantages. Ce will not only know how to analyse his alkalies and to ascertain their exact value before he purchases, but will be enabled on chemical principles to ascertain the exact quantity necessary for any fixed portion of silex, which to those who are ignorant of our science must always be a matter of uncertainty, and must repeatedly subject them to losses and disappointment."

After having defended, though principally from the labours of others, the idea of queries, &c. *from men of science, as well as manufacturers*, on the various combinations of the arts and trades, I should have no further merit than that of a *friendly* guide post, did I do nothing but *point* the way, and not partake in the toils of the passenger; (this is often done even under the mask of friendship, whilst, in reality, it is nothing but the offspring of a singular degree of pride and youthful conceit, too frequently found even in the pulpit, the desk of the experimental lecturer would be degraded by the practice.) I will not, therefore, conclude this letter without giving you some information, and proposing notices, from which I hope you will obtain more.

Copperas is an article of extensive sale; it is largely employed by dyers, the calico printers, and hatters; it is principally used in manufactories of Prussian blue, the production of Colcothar Venetian red, and Black writing ink. It is, in addition to all this, of considerable importance in the Materia Medica; in introducing this article into the lecture-room the largest crystals are preferred. I have *one* about 14 or 16 inches high, and nearly 10 wide; to obtain these, my late estimable friend Dr. Black recommends pouring a little stale human urine into the crystallizing pans, (see his "Chemistry"). I am rather of opinion that they are procured simply by putting a smaller number of sticks into the pans; the crystals in that case would, in my apprehension, be large in proportion to the space allowed for their formation. In the third edition of the Chemical Catechism

we are told that an extensive copperas work is carried forward at Deptford; perhaps this respectable author would not refuse to favour me, through your Magazine, with an account of that undertaking, and, in short, with the modern operations observed at the copperas manufactories in the coal countries. I might not also apply to better authority for the solution of the differences in opinion between our late chemical professor and myself on the subject of its large crystallization. It would be also conferring a favour upon me if he was to add replies to the following queries:

1. Whether copperas crystallizes better in summer than in winter?

2. What are, or ought to be, the relative size of the copperas bed (or beds) the reservoir, and the boilers?

3. How old is the bed before it becomes productive?

4. If, as is generally reported, the copperas bed is 12 months old, before they can employ it; and if its productiveness is owing eventually to the exposure of surface in the pyrites or coal brasses, would it not be a material saving of time to break, bruise, or even grind the brasses before placing them in the bed?

5. Are the pyrites ever too much moistened, as in rainy seasons? If so, what is the degree of moisture which will best suit?

6. It sometimes happens that *refractory pyrites* are met with, how are they treated by the workmen?

7. Finally, what degree of strength is the liquor boiled down to, before being transferred to the crystallizing pans? On this last head I have frequently recommended the use of glass bubbles as in the boiling of alum, in which case manufacturers of this article would have a never failing guide to their next operation.

I am, dear Sir,

Your's truly,

B——

P. S. I am afraid, in looking over this, that I have made too free with the name of your friend, particularly as I assume only a

single letter myself; I beg, therefore, that this may be considered as addressed generally to all your readers and correspondents, though certainly I am anxious to have the particulars also from the liberal-minded author of the Chemical Catechism.

INFORMATION AND QUERIES ON COMB MAKING.

[*By a Comb Maker.*]

TO THE EDITOR OF THE TRADESMAN, OR COMMERCIAL MAGAZINE.

SIR,

A MAGAZINE where the merchant, the manufacturer, and even the common artizan, may offer detached observations on the various objects of Commerce, and of Manufactures, has long appeared a great object of usefulness to me; and as you very properly have promised your attention to such papers, though not composed with elegance, I presume to offer you a small account of my manufactory. I wish to have some further information on it; but I cannot think of sending you my questions without also throwing in my mite, poor as it may be; for the general knowledge of your readers. A school boy may give you a long string of queries, unaccompanied by any information; and I hope your correspondents will profit by the gentle hint you give them at the 54th page of this volume. "At the same time, you say, that you request your correspondents to send you their queries; they would be still more valuable if they should be accompanied by as much information on the subject, as the enquirer can give, as to the place of most general manufacture, what the article is used in, its price, mode of judging, &c." Now, sir, of these things, I am totally uninformed; for though I served a regular apprenticeship, my master was so ignorant of such things, that he always got into a passion when he was asked. I will however do my best to give you some account of the

Comb Manufactory, and will be much obliged to any correspondent of your's, who will fill up the chasms or errors my ignorance may leave: as from the above misfortune, I can only give the bare process. What I can, I am willing to communicate, and I request sincerely to be more generally acquainted with the object of my support.

After the horn is cut into the intended size, three or four pieces are laid upon a pair of tongs over a fire of joiner's shavings to soften them; they are turned as many times, and when sufficiently soft are put into a vice and screwed tight to complete the flattening; they are suffered to remain awhile until they become perfectly flat and hard again; they are then given to a man who shaves, planes, or scrapes off the rough parts by a knife with two handles (similar to those used by the coopers) which he works from him across the grain of the horn, from one end of the intended comb to the other; when both sides are perfectly smooth, it is delivered to the person who cuts the teeth; he fastens it by that part meant for the back, into an instrument for holding it, called a "clam," by wedges; the clam has a long handle, which the workman places under him as he sits; by this means he steadies the object of his work, as both his hands are to be employed in the operation. The cutting of the teeth is commenced by a double saw, each blade of which is like a small one with which joiners and cabinet-makers cut their fine work; with this he forms the teeth, but as this instrument leaves the work square and rough in the inside edge of each tooth, it is followed by another about the size and shape of a case knife, having teeth like a file, on each flat side; after this two others of the same shape, but each finer cut than the other follow, one stroke on each side of the comb is then given by a rasping tool (in which also a little attention is used to give the ends of the teeth a small bevel or angle); this tool is used to take off any roughness that may remain on the sides of the teeth; it is now delivered to another operator, who polishes it with rotten stone and oil, applying them with a piece of buff leather; after which the article is ready for sale.

Having now formed some claim to the communications of your correspondents, I would wish, through your very useful Magazine, to receive a history of my manufacture; its first invention, and improvements. The process for making ivory combs. Where the best ivory comes from? And what is the method of imitating the tortoise shell?

I am, your's,
At command,

A Comb Maker.

INFORMATION AND INSTRUCTION, ON TANNING AND THE SKIN TRADE.

Mr. Editor, *January* 4, 1809.

I HAVE from the beginning, with great pleasure and increasing satisfaction, perused the Tradesman; in which you open to the eye of the public, the various channels of wealth and prosperity that flow into this little isle: and have promised to unravel unto us its various internal Manufactories. I should feel still more gratified if you would favour us with a full dissertation on the Leather Trade, in its origin, progress, and present state; the manufacturing of it by the Tanner, and particularly the Currier, in the whole process of his business; whereby the best method of manufacturing different articles may be set before the eye of the public.

This, no doubt, in common with all the subjects that you have hitherto assumed, will give great satisfaction to many of your readers, and particularly to

JACOB.

The above letter was shewn, the evening of its receipt, by the Editor to two of our most respectable manufacturing chemists; the following are in part the opinions they expressed:

"Leather may be tanned much sooner, and equally well, if the tan-pits were made *within* a building, so as to be secured from rain, and that building furnished with flues or steam pipes, so as to keep the temperature of the vats constantly at a full summer heat.

"Another important improvement might be made in tanning, if the skins were hung vertically in the pits, so as the tanning liquor might, from the first part of the tanning process, touch every part of each skin equally."

In the process called *handling* they are taken out of the pits, turned, and in a very slight and partial degree exposed to the operation of the atmosphere. The journeymen say, that this handling is quite sufficient to obtain a complete exposure of every part of the skin; this however is false; they throw them in haste, one upon another, out of the pit, and they put them as negligently down again: now, unless it can be maintained that chance and irregularity are as efficacious as design and method, we must see the value and adhere to, the above suggested improvement.

Another advantage would infallibly result from the introduction of a regular scientific routine; the action of the atmosphere is little valued, for it is little understood, by the journeyman; who, like a horse in a mill-path, does to-day, what he did yesterday, because he did it yesterday. Were the skins drawn out of the pits in such a manner as to receive an equal, regular portion of the influence of the air, it would facilitate the progress much; from it they absorb the oxygen—but we are trespassing on the subject; we would much rather it was taken up by our Correspondents.

The reason of our going thus far in our hints will be obvious to every reader of our note to Correspondents, below the communication from a Colour-maker, at page 54 of our present vo-

lume. *We* have some queries to propose, and we would not suggest a rule to our Correspondents, which we refused to comply with ourselves; the above is a portion of information, though small, on the business in question, we can now with the greater confidence propose our queries.

The refuse Bark is put to some very useful purposes, by the great ingenuity of Richard Fishwick, Esq. late of Newcastle-upon-Tyne; it is applied to the same purpose that horse dung alone was formerly in the white-lead manufactures, and the compost is afterwards used in the hot beds of gardeners.

To what purpose can the waste liquor of the tan-pits be applied? It is called *exhausted* by the Tanner, because no longer fit for his purpose. But might not some means be discovered to make it of service, even in the arts? We believe a little use is made of it by some houses in the skin trade, in preparing a liquor to stain their Roanes and Skivers black; if we are right in this conjecture, could its use, not be extended to other objects of the black dye?

PROFESSOR BECKMANN ON FRENCH GREEN, AND QUERY ON THE PRODUCTION AND MANUFACTURE OF SOY.

TO THE EDITOR OF THE TRADESMAN, OR COMMERCIAL MAGAZINE.

SIR,

I HAVE observed a letter in your Magazine, from a Manufacturer, wishing to know in what manner French Green is made, and why it is so called?

I believe the following extract from Beckmann's Inventions will furnish him with the required information.

"The dried stalks of grapes are steeped in strong wine, and with it brought to a sour fermentation; when the fermentation has ceased, they are put into an earthen pot in alternate layers

with plates of copper, the surface of which in a few days is corroded by the vinous acid, and the calx is then scraped off, producing a lively Green. Swedish copper and Provence wine are reckoned best. The chief manufactory of this article is at Montpellier, and hence called French Green."

Since your Miscellany is a most useful medium for the conveyance of reciprocal information, I shall be glad to know from what Soy is produced, and how manufactured?

I am, sir,

Your's, &c.

9th Jan. 1809. FELIX.

[WE are much obliged to Felix for his early attention to the query of our Correspondent "a Manufacturer;" at the same time we take leave to inform him that Professor Beckmann, whose labours are almost invaluable, has nevertheless made many errors. In the instance before us he has procured a most imperfect account of making Verdigrease, which is a very different substance to *French Green*. We believe the basis of the latter article in some manufactories is chalk; but further we leave to our Correspondents.

We hope our present Correspondent's enquiry about Soy, will be speedily and fully answered.

The writer of this note was favoured about 18 months ago with the copy of another production of that truly useful German Professor on Manufactories. It would be a valuable labour to have it translated. *Ed.*]

FOR THE TRADESMAN, OR COMMERCIAL MAGAZINE.

Review of an Enquiry into the Extent and Stability of National Resources. By the Rev. Thomas Chalmers, Kilmany. Edinburgh. *Printed by* John Moir, *for* Oliphant & Brown, Edinburgh; and Longman, Hurst, Rees & Orme, London. 1808.

In these momentous times, when the human mind is almost daily astonished by the occurrence of some great and unexpected event on the continent of Europe, it could scarcely be supposed that the peculiar situation of Britain should be altogether over-

looked by the political writers of this country. Accordingly we have been favoured with the speculations of Messrs. Spence, Mill, and others on the interesting subject of political economy; and the author before us, has also appeared as the champion of those doctrines, which tend to establish that Britain is independent of Commerce. Discussions of this nature are important, in so far, as they excite inquiry and investigation, and truth may appear by the collision of opinions. The freedom of the press, which we hail as the guardian of British liberty, has always afforded to speculative men the ready means of propagating their theories while they kept without the pale of legal reprehension; and whatever may be our opinion of the doctrines of the late writers of this class, we can have no objection to hear them. No prejudice against their attempts to enlighten us, while they couch their sentiments in calm and dispassionate language, and are guided by a disinterested regard for the welfare of their country. Our duty, however, obliges us to expose error wherever we can detect it, and sometimes to wield the lash of criticism for the improvement or correction of those who wantonly sport with the feelings and common sense of mankind, by diffusing rude and undigested notions inimical to the welbeing and happiness of society.

Without intending to apply, in an unqualified manner, the last general remark to the author's special case, we cannot help observing, that we think he has embraced a subject with which he is not fully acquainted, and that he has not maturely considered the whole bearing of doctrines that involve the laws, the civil institutions, the liberties, and perhaps the very existence of a great nation. From the importance of the stake, it is no trivial matter to reform or amend; it would require the cautious hand of a master to touch that system of policy by which this nation has become so eminently opulent and powerful; and it is likely the people of Great Britain would pause, and seriously reflect, before they adopted measures that would induce a change in their habits and manners. The commercial system of this country has been too long tried, and its effects toowell known

to be hastily and inconsiderately abandoned, or even discredited, but especially by the speculations of men who acknowledge, inconsistently enough with their own theories, that it contributes to our refinements and luxuries. It is the fashion with some men, particularly with divines, to decry luxuries as the bane of happiness and the ruin of society, or at least to consider them as unimportant and of small value in the great concerns of mankind: but if we allow, that industry is set to work, and ingenuity exerted to fabricate luxurious commodities, it is apparent, that the range of our intellectual faculties must be extended, the arts improved, sciences promoted, and a consequent refinement take place in the genius and manners of the people. The author's prejudice against luxuries leads him to resolve the loss of manufactures, of commerce, and every thing he chooses to dispense with, as the the loss of luxuries only. If the people of Great Britain shall be prevailed upon to pursue his ideas but a little farther than he recommends, and shall burn their houses, demolish their furniture, destroy their equipages, their dress, their wine, &c. and retire to caverns and holes in the earth, they may still have the consolation to think that "*the whole amount of the mischief is the loss of luxury;*" for an abstract term, the import of which is unlimited and only depends upon opinion, may be made to comprehend every thing that man enjoys above the mere necessaries of existence; as what is luxury to one is not to another, and if we trench on the most trifling superfluity we diminish a portion of human happiness.

But it is time that the author should speak for himself, and explain his own doctrine; it may be necessary, however, to state, in the first place, the leading features of his sentiments and opinions, and to premise that, notwithstanding the variety of subjects embraced by this "enquiry," he has ingeniously enough made them all subservient to his theory, as far at least, as in his power, by a combination of words, often without meaning, to reconcile things which are opposite in their nature and dependent on principles widely separated.

The main position, however, which the author wishes to establish is, that government may and ought to call forth the whole disposable population of these kingdoms in military array, to defend us from the threatened attacks of our great enemy, who is metaphorically compared with an *an overwhelming sea making inroads on the fertile fields of a land proprietor;* and the practicability of accomplishing this measure, is founded on the mistaken notion that the people of Britain may be taxed to the full extent of their whole revenue above the mere necessaries of life, and until that shall happen the resources of the country, he says, cannot be said to be exhausted, for while we possess a single article for the comfort or luxury, there is still a fund within the grasp of government.

The population of Britain is divided by the author into three classes. The first, is the agricultural population. The second, all those who labour to produce what he calls the second necessaries of life, or "whatever enters after food into the general standard of enjoyment among the peasantry," who are employed "in manufacturing such raiment, in building such houses, and in providing such other accomodations as are in general request among labourers. This part of the population," he says, "constitutes what I call the second division of the population of a country." (page 6.) The third class he denominates the *disposable population*, and "it includes all who are not employed in the labours of agriculture, or of providing the second necessaries of existence. In addition to the indolent proprietor, who consumes but a small proportion of his produce, it takes in the rulers and legislators of the country, the officers of justice, the practitioners of law and physic, the members of literary and ecclesiastical establishments, soldiers, artists, manufacturers and tradesmen, who all contribute in their respective departments, to the comfort, security and elegance of human life." (page 7.)

This manner of classing the people of Britain suits the author's purpose, because it gives him great abundance of materials to operate upon; for it is with the disposable population he

fights his battles; it is from them he draws his taxes and resources for war. "The disposable population," he says, "is chiefly employed in administering to the factitious wants of the human race. Its employments, therefore, may be modified at pleasure," and as they labour only for the higher accomodations of luxury; "they can therefore be recalled from one employment to any other employment; they can be made to take any new direction which the country may choose to impress upon them. This change of employment does not affect their maintenance, it only affects the direction of their industry; the agricultural population will provide them with the same quantity of food as before; the second division of the population will provide them with the same quantity of other necessaries of existence, they will have the same degree of comfort and subsistence; and the whole amount of the mischief will be that of temporary inconvenience, which attends a change of employment." (page 13.)

The inference the author deduces from this part of his doctrine is, that manufacturers are entirely dependent on their customers, who may renounce the use of their commodities and thus lay them idle, which would be attended with no loss to the country, as the manufacturers were supported by the ability of the customers, and this ability still remains the same, whether they purchase manufactured commodities or not; and government can easily and fairly take this ability from the customers, by the medium of taxation; they have therefore, only to impose taxes to the proper extent, and they must infallibly command not only the disposable population, but the necessary funds for supporting them in their new capacity of soldiers and sailors. "The economy," says he, "to which a tax compels individuals, brings along with it the decay or annihilation of many branches of manufacture. But if the savings of that economy are contributed to government, it can be proved, that every shilling which parsimony withdraws from the expenditure of individuals, is a clear and effectual addition to the revenue. When I retrench from my own enjoyments, I diminish the number of

that disposable population, who contribute to them by their industry. When I give the price of these retrenchments to government, I enable it to support the disposable population whom I have discarded from my service; they shift their employer. Instead of administering to my luxury in the capacity of manufacturers, they administer to my security and protection in the capacity of servants to the state. The same extent of disposable population is supported as before; and the whole amount of the mischief is the loss of luxury and splendour, and gratification to the factitious desires of our nature." (page 36.)

The author having thus shown, or proved, as he supposes, that the loss of manufactures is only imaginary, and could be attended by no injurious consequences to the country, proceeds to unfold his plan for accomplishing the object in view, and says, "the true way of levying the disposable wealth of the country in an equal and impartial manner, is by the method of assessment, by the imposition of a compulsory tax. The tax," he exclaims, "compels them to economy, reduces them to the necessity of retrenchments, forces them to dismiss a great part of that disposable population which had before contributed to their luxuries, and without sweeping away that disposable population from the face of the country, it only transfers them to another employment; it makes them over to the service of government, where they will be as well supported as they were before in the service of their customers." (page 37.)

Taxation, according to the author's opinion, only induces a change of employment, and transfers the manufacturers from the service of the disposable population to the service of the state; and also, enables government to collect money to the extent of the whole value of the manufactures of the country, for "if the manufacture is destroyed, government can still levy the same tax as before on the consumer, though in a different way. After the destruction of the manufacture, it (*i. e.* government) can become richer than ever; and from the ruins of the manufactoring interest it can collect the means of adding to the military establishment of the country." (pages 44 and 45.) "To

estimate the resources of the nation," he says, "I would examine no catalogues of merchandise, and inspect the journals of no custom-house. I would cast my eye over the face of the country, I would enter every house and take an inventory of all that I found in it. I would examine the establishment of every family. I would calculate the amount of their enjoyments, and compare it with the physical necessities of our constitution. I would compare the number of our disposable population employed in supporting a retinue which could be diminished, or in adminstering to luxuries which could be dispensed with. I would survey the splendour and extravagance of the country, and while a single article of retrenchment remained, I would say, that the revenue had not arrived at its limit, nor had the nation put forth all its energies." (page 49.) The author farther observes, It would perhaps be putting the patriotism of the country to too severe a trial, to lop off, by a sudden augmentation of its taxes, all the splendour and luxury that prevails in it. The revenue, except in the most trying emergencies of the state, should be made to advance by slow, and almost imperceptable advances; manufactures be allowed to drop silently into decay and annihilation, and the people by gradually reducing their expenditure be let gently down to humble and temperate establishments. While there is room however, for economy and retrenchment on the part of individuals, there is room for the augmentation of the puplic revenue." (page 51.)

From the foregoing extracts, it is apparent that the author's plan to enable government to call forth the disposable population, and to retain them in their new capacity of soldiers and sailors, is to abridge or annihilate, if necessary, the use of luxuries and manufactured commodities, by which means they will obtain the whole wealth of the country above the mere requisities of existence; and that the ready and efficient expedient for that purpose is the imposition of taxes, which may be carried to such an extent as to absorb all that society enjoys above their indispensable wants; thus depriving the opulent of the ability to employ the disposable population, which in that case, must

inevitably seek refuge from the pressure of misery in the service of government, who now have the means of supporting them by the produce of the taxes.

The author's intention to defend the country against the attacks of an invading foe, at the hazard of life and property is highly commendable, but it is a duty so palpably imposed upon us, and so consonant to our feelings, and the high spirit of British freemen, that it need scarcely be urged, and surely it is not necessary for the purpose of defensive warfare, to adopt measures which he supposes would involve the loss of manufactures and of commerce, and which would carry in their train the loss of the arts and sciences, imbrute the mind, and reduce society from the luxury of refinement to the state of savage nature. But were it even requisite to make such great and important sacrifices to maintain our liberties and secure our independence, and were these the price at which we must purchase the produce of the soil or the air we breathe, yet the author's plan could neither induce the loss of manufactures, of commerce or luxuries, nor enable government to support the mighty force he proposes to embody. It is harmless, because impracticable; it is the "baseless fabric of a vision," that never can be realised, and it retains within itself a counteracting principle that arrests its progress and defeats its object. The loss of manufactures, of commerce and of luxury, is only in his imagination, and founded on an erroneous conclusion, which he deduces from a misconception of the effect of his own proposed scheme of taxation. His whole system may be comprised in a single sentence, and it is shortly this, that government by levying taxes may command not only the disposable population, but the whole wealth of the community, if necessary: now, we maintain, that taxation can have no such effect, and we are warranted to say so, from the experience of our own times. Within these twenty or thirty years, the public debt of Britain has been increased three or four hundred millions sterling; yet we can perceive no diminution of manufactures, of commerce, and of luxury in the country, from this cause. The author

would say, that our national wealth has proportionally advanced and kept pace with the public burdens; it is exactly so, but that could not have been the case, if taxes had operated to diminish manufactures, commerce, and luxury, because they would have realised the fable of the goose with the golden eggs; they would have subverted the foundation of their existence, and destroyed the cause by which they are produced.

The effect of taxation in a well regulated society, is to reduce the value of money and enhance the price of commodities. The extent of taxation therefore, limits itself, by its effects on the transactions which take place among the members of the community. If government shall amass a great sum of money it can be of no service to them, unless applied to the purchase of commodities, paying the wages of soldiers and sailors, the salaries of servants, &c. &c. and if they shall withdraw from the walks of industry, manufacturers, merchants, or any considerable number of the disposable population who are employed in the fabrication of commodities, the natural consequence must be a deficiency of the supply of these articles in the market, of course the price will proportionally advance, and the money in the hands of government diminish in value in a ratio corresponding to the increase of price. This state of the market does not only affect the value of money, in so far as government purchase commodities, but it pervades the operations of the whole society; the wages of soldiers and sailors, the salaries of public functionaries must be proportionally augmented, and two guineas now, are only equal in value to what one was formerly: here then, we can trace the limits of taxation in *money* to a preventive check, or to an effect that re-acts upon its cause. If government shall collect the *ipsa corpora*, instead of money, they could only do so for one year, as the stimulus to industry would be removed, the agriculturist would not toil for the gratification of others; he would raise no more food than would support himself, and government would be obliged to dismiss their soldiers and sailors and send them to till the ground. But suppose the agriculturists could be compelled to raise the same quantity of food as formerly without fee or reward, such a state of things cannot long exist,

as government would, in fact, be the proprietors of the soil, and agriculturists only slaves. The island of Britain would be one great farm conducted by ignorant masters and careless servants, the consequence of which is apparent, a diminution of food, with all the attendant calamities of famine and misery would ensue, and a total alteration take place in the organization of society, which would soon unhinge government, and disarm their fighting men.

It is an erroneous opinion to suppose, that retrenchment in the expenditure of individuals could create a fund from which government might annually draw supplies equal to the amount of that retrenchment. If we allow that the wealth of any country consists in the produce of the soil and the industry of the people, we must see the cause which stimulates the exertions of mankind before we can ascertain the true source of that wealth; and it is generally admitted that consumption induces reproduction, or, that after the first necessities of man are supplied, his restless nature, love of variety, and desire for gratification stimulate to new industry until he satiates the whole range of his artificial as well as his natural wants; but if he is denied the indulgence of his appetites, or, the enjoyment of his comforts and luxuries, the cause which gave them birth is removed, they are at an end, and government would be more than mortal if they could find that which does not exist. If a nation were to renounce the use of comforts and luxuries, and every thing they enjoy above the necessaries of life, they would soon find themselves in the situation that they could not again resume them were they so disposed, because the arts which produced them would be lost, ignorance would spread a dark veil over the face of the country, and realise the barbarism of former ages. To inculcate doctrines therefore which tend to proscribe the productions of the arts and sciences, because they are called luxuries, and to a superficial observer may appear unimportant, is a species of Vandalism that cannot be too severely reprobated.

The author is at great pains to impress his readers with his own mistaken and contemptuous notion of the value of manu-

factures. He generally resolves the loss of manufactures into the loss of comforts and luxuries, which he thinks are unimportant, and insignificant, and unnecessary to the physical wants of our constitution; but when he speaks particularly, in illustration of that general conclusion, he exclaims, "Tell me, what "more a buckle-maker does to his country, than produce "buckles? The usefulness of a carpet manufacturer, consists in "making carpets. The whole amount of the usefulness of a "watchmaker is, that he furnishes his customers with watches. "We have extensive potteries, but the sum total of their im-"portance to the country, is, that they furnish it with stone "ware. Go over every item of this great manufacturing inte-"rest, and you shall find, that the whole sum and substance of "its usefulness, is to administer to the taste, and conveniency "and luxury of consumers" (pages 288 and 289). We shall grant that it is; but the mischief that would ensue from the destruction of manufactures, would not terminate where he supposes, in the mere deprivation of the enjoyments of the consumers; it would go much farther, it might end in the loss of the Reverend Gentleman's Evangelical functions, and perhaps in the loss of christianity itself, but without doubt in the loss of the Arts and Sciences. It would be easy to trace important effects to trifling causes, and to show how dependant civilized society are, upon things apparently insignificant. The fabrication of a war ship, or the whole navy of Britain, on which again rests the security, the opulence and power, the greatness and glory of the British nation, might be traced to the manufacturer of the edged tools with which the carpenters works, or even to a Newcastle grindstone or something of a similar nature, that whets or sharpens these instruments. It is likely the author would look with unconcern on the annihilation of Needle and Thimble makers, but the society might be greatly incommoded, or perhaps distressed from this trifling circumstance, and he might be disappointed of a new coat, and thus prevented from appearing to advantage before *his* mistress or *his* patron, which might affect *his* love or injure *his* interest, which again might affect *his* in-

tellects, and the world ultimately be deprived of the *valuable* speculations of an *able* economist!

The earnestness and vehemence with which the Reverend Author enforces his system, leads us to suppose that he has some expectation it will be adopted; yet we cannot clearly see the grounds on which he founds this rather ambitious wish to become a legislator and financier for Britain, unless he has any secret assurance of royal favour. We acknowledge that boldness and impudence may do a great deal in courts, but still we are doubtful if his Majesty will be prevailed upon to dismiss his ministers and call in the aid of this gentleman's talents, especially when we consider the expedients generally resorted to by those who are desirous to obtain the high situation, the delights and inexpressible pleasures of slumbering on the "Bed of Roses:" he seems, however, to point at something of the kind, and lest his principles should be mistaken, boldly declares, "Were *I* minister of Great Britain, *I* would tax the country up to the fullest measure of the public necessities, and "*although the voice of obloquy arose from every corner of the empire, I would brave it.*" (page 306.) We certainly admire the Reverend Gentleman's great courage, but we have never heard of a minister, hardy enough to brave the obloquy of the whole empire; but great events call forth great men, and perhaps he for one might make good his stand, and defend his strong hold against the assaults of the whole nation. We almost forgot to mention that the Book is printed with an excellent type, on good paper; its price is 8s.

W. T.

THE COAL TRADE.

THE Report of the Committee of the House of Commons, appointed to consider of the coal-trade of this kingdom, has just been printed, and contains a full inquiry into this important subject. We give the whole of the opinion which the com-

mittee have reported, and shall on future occasions give such extracts from the evidence as shall appear to be most curious and interesting.

"Your committee judged it proper, in the first instance, to direct their attention to the manner in which the coal-trade is carried on at Newcastle, from the earliest stage of the working of the pit, to the putting the coal on board the ships, and on this head your committee have received much information from the examination of several intelligent persons, particularly Mr. Clayton, the Town Clerk of Newcastle, and Mr. Ismay and Mr. Martindale, who were deputed by the coal-owners in the north to attend your Committee.

"The information required by your committee was to be obtained in distant places, and from persons of various descriptions: the inquiry, therefore, necessarily consumed much time, and although they have not been wanting in that attention which it was their duty to give to a subject of so much importance, and in which the public is so much interested, yet there remain some circumstances which they wished to have more fully investigated; but apprehending that the session of parliament draws near its close, your committee think it right to report the evidence already taken, in order to enable the house to consider the several circumstances which, in the judgment of your committee, have chiefly operated, during the last few years, to enhance the price of coals, in the London Market. And these appear to be,

"1. The agreement among the coal-owners in the North, called, "The Limitation of Vends;" by which each Colliery on the Tyne is limited, so as not to exceed a certain quantity in each year. Those coal owners who are found to have shipped more coal than their stipulated quantities, being bound to make a certain allowance at the end of each year to those who have shipped less, and to conform to certain other regulations adopted by the coal-owners on the river Wear:

"2. The detention of the ships at Newcastle, waiting for the best coals, sometimes a month or six weeks:

" 3. The want of a market in London which would admit of a competition, perfectly free, in the purchase of coals;

" 4. The circumstance of the coal buyer being, in many instances, owner both of ship and cargo; which (as appears by the evidence) leads to considerable abuse:

" 5. The want of a sufficient number of meters, and of craft, for unloading the ships on their arrival in the river, and the occasional delays in procuring ballast on their return voyage.

" 6. The practice of mixing the best coals with those of an inferior quality, and selling the whole so mixed as of the best kind: and,

" 7. To frauds in the measurement, carriage, and delivery of coals.

" Your committee considered it as a part of their duty, to turn their attention to the practicability of procuring a supply of inland coal to the metropolis, and the prices at which it might be obtained; and on this head your committee beg leave to refer to the evidence of Mr. Raby, Mr. Homer, Mr. Wilkes, Mr. Hardy, and Mr. Sill.

" After maturely considering all the information which your committee have been able to obtain on this important subject, they have come to the following resolution:

" Resolved, That it is the opinion of this committee, that it is expedient that some parliamentary regulations should be adopted with respect to the several points enumerated in their report."

The following is the substance of the evidence given by Nathaniel Clayton, Esq. Town-clerk of Newcastle, before the Committee of the House of Commons on the subject of the Coal Trade.

The coal-owner is either the owner of the mine himself, and carries it on, or he lets it on lease to those who do. The worker of the mine employs a description of men called Fitters, to negociate the sale of coals with the ship-owners. He has an allowance of from 1s. to 1s. 3d. per Newcastle chaldron for that agency, and for furnishing keels for conveying the coals to the

ship. The fitter is understood to guarantee to the owner of the mine the stated price of the coals. When the coals are on board, he has no further concern. The fitter is not at liberty to sell more or less than the price fixed by the coal-owner. Coals of the same quality, when put on board ships, bear the same price at Newcastle, although the situation of different collieries makes the expence of working much greater to some than to others. As to the expence of bringing the coals, a great deal depends on the depth of the mines, on the quantity of water to which the mine is subject, on the particular nature of the mine, whether it has a good roof (as the miners call it) or whether subject to foul air or not, whether it works clean or foul, whether the workings are at a great or a short distance from the mouth of the pit, &c. &c. Some mines therefore might undersel others considerably, but they do not: they sell the coals according to the price they bear in the market. The witness has heard, and knows to a certainty, that from time to time, there has existed an agreement among the coal-owners (which they call regulations): the owners and workers meet together, and take an account of the general vend of coals for a stated time, generally for a year. They add to this quantity, a large quantity, probably one half, probably more; they then divide this aggregate quantity amongst all the collieries on the river Tyne, allotting to each colliery a certain proportion of that aggregate quantity, according to the powers of working, and other circumstances attendant on each respective colliery. The actual vend of the stated period when ascertained, is distributed among the collieries in like manner, each part of the actual vend bearing the same proportion to the actual vend as the allotted part bore to the original quantity taken as a basis to the vend. Those collieries which have in the course of the year sold more than their allotted quantities, pay to those collieries which have sold less, a certain allowance per chaldron, but he does not know how much. There is no restriction as to the quantity any colliery may sell, provided it pays to those deficient in quantities the stipulated compensation. He thinks, however, this has the effect of pre-

venting collieries well situated from selling more than they otherwise would do. The allowance made by the exceeding to the deficient collieries, he does not think equal to the profits which the former derive from that excess; and he conceives that the allowance made is a sort of admission of the colliers that have vended less than their quantities, into a participation of the profits resulting to the collieries that have exceeded their excess. But he thinks that the trade could not be carried on unless collieries of all descriptions were called in aid of the general vend. One of the motives which led to the agreement already stated, was the securing to the mine-adventurer an adequate profit on that adventure; and the public have finally been benefited by it. Before the measure was resorted to, a considerable number of collieries on the Tyne did not sell at such a price as paid the ordinary expences of working. If they had stopped, the remaining collieries might put any price on the coals at their discretion. Coal Mines, when once wore, must either be kept as a current going colliery, or be entirely abandoned; and if once abandoned, it is almost impossible to recover them. It was to save many persons interested in collieries from ruin, and the country from great hazard, to be expected from a number of people being out of employment, that this agreement was entered into, although it was against law. The effect of it is, that the very collieries which were then on the eve of total abandonment, continue now to supply and vend their coals. He does not think the price of coals at the pit's mouth adequate to the great expenditure of capital, and the risk always attendant on coal mines. He does not think that this agreement limited the supply of coals. This agreement has lasted for the last ten years, but does not now exist, owing to some difficulty in the arrangement of quantities. If this agreement should not be renewed, he is of opinion, that coals of an inferior quality would lessen in price, till it would be impossible for those collieries to be maintained; and that the final result would be a monopoly in a certain number of collieries, highly detrimental to the public; and that those would not be adequate to supply the

demand of the metropolis. The witness concluded with giving his opinion, that if the coal-trade was left perfectly open, coals would come to the consumer at a legitimate price. The agreement was no more than a measure of counteraction against certain circumstances in the trade, which, when done away, the agreement ought also to be done away; but he cannot state in detail what those circumstances are.

Mr. Francis Thompson, Ship-Chandler, of Wapping-Wall, in his evidence before the Committee on the Coal-Trade, stated, that since the year 1771, there existed a regulation at the coal-pits on the rivers Tyne and Wear, which had a great effect in preventing a full supply of coals to the London market, and was the cause of raising the price at the pits. It was agreed among the coal-owners that no more than a certain number of chaldrons should be sold every month, by which means ships have been obliged to wait a considerable time before they could be supplied. If the trade was not confined in this way, the fitters would get more coals to supply the ships, and the consequence would be such an influx in the market, that the ships would lose by the trade, unless the coal-owners would abate in their prices. If this limitation did not take place, the London market would certainly be supplied much cheaper than at present. The importation to London being 800,000 chaldrons annually, the coals of the best quality would not be sufficient without some part of the inferior coals. The high-priced coals are put on board the ships at 22s. per Newcastle chaldron; the second class at 19s.; the third at 18s.

Mr. Thomas Fletcher, Coal Buyer, stated in his evidence, that it was not an uncommon thing for a ship to wait a month before she could be supplied with the best coals, and that this detention would in a material degree be remedied by a fair competition among the coal-owners. The witness said, he was informed, that if the stipulated quantity from any of the best collieries is delivered eight or ten days before the expiration of the month, the collieries stop working till the beginning of the ensuing month. They cease to deliver coals on board the ships for this

period. Cargoes of coal have frequently been sold at Gravesend before they came up to the Pool; their papers having been sent up by land; the papers consigned to the factors, throughout the medium of whom, and none others, the coals are brought. It is the factor's business, at the commencement of the market, to find out what kind of coal is most in want, he then endeavours to avail himself of the information he can collect. There is no concert among the buyers; but whether among the factors the witness cannot say. The probable supply and demand must affect the price. No buyer can have access to the letter of advice from Newcastle, without paying his share towards the expence of obtaining it.

Mr. Thomas Ismy said, that the coal-owners in the North can in no instance receive any pecuniary benefit from the fluctuation in the price to the consumer, the price at Newcastle being certain and stationary. If the limitation of vends was done away, he thinks the superior colliers, by lowering the price of their coals would destroy the inferior ones. He believes some of the coal-owners have small shares of ships in their own names, and their agents also on their own accounts. He conceives that a much greater difference is made in price in the London market, than the real value of the coals can justify. He thinks it is in the power of the first coal-buyers in the Pool either to advance or depress the prices in the London-market. A difference of 14s. per chaldron has been made between the best and inferior coals, when the difference in price at Newcastle has been only 4s. the Newcastle chaldron, which is equal to two London chaldrons. That causes a great difficulty of vending the inferior coals at Newcastle. As coals are not sold in London, by certificate, the best and worst are mixed, and charged to the consumer as the best. The power the coal-buyers have of raising and depressing the price of coals, he thinks is owing principally to the small number of what are called the great buyers; and also that the number of lightermen is too confined. The coals are often sold by the factor without the knowledge of the owner, or captain of

the vessel. The coal-owners at Newcastle have no interest in the price paid in the London market, unless they have a share in a ship, which very few of them have. There is no committee for the limitation of vends now existing; the agreement for that limitation ceased on the 31st of September last, in consequence of some of the collieries which stood on a high basis requesting to be put on a higher, and which the other collieries would not consent to.

Additional Instances of Fraud in the Delivery of Coals within the District of the Land Coal Meter's Office for Surry:

On Monday, May 26, 1800, F. Bigg, Inspector of the Surry Land Coal Meter's Office, observed a cart loading with a chaldron of coals without being measured; upon which F. Bigg, remonstrated with the coal-porters on the impropriety of what they were doing, and desired them to get the bushel. Their reply was, d—n the bushel, the coals were going away as fillaways *. F. Bigg observed, that they had filled away so long that they had brought a load on their shoulders they would not like; for that the City Meters and others had been that day examined before a committee of the House of Commons, on the necessity of all coals being measured: their answer was, d—n the meters all together: they would not measure any coals. F. Bigg on enquiry of the labouring meter, found the coals then loading were going as a chaldron of coals to a person in St. Alban's-street, Pall-mall, and that a ticket had been ordered for that purpose. F. Bigg returned home to inform Mr. Burnett, the principal meter, what had happened, who ordered the cart should be followed, which F. Bigg accordingly did; and on seeing the cart go along Blackfriars-bridge, went to the carman, and requested him to shew him the meter's ticket: he said he had not one, but he had a blank ticket †; that the coals were going to a retail shop near

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* A term made use of to deceive the meter, and to signify Pool measure.

† A Coal Merchant's Ticket, in imitation of a Meter's Ticket, to deceive the trade.

Cavendish-square. F. Bigg still followed the cart (which went to the same place it was first going) and saw the coals delivered. F. Bigg had an interview with the person, who informed him she bought the coals of a coal-merchant, of Bankside, Southwark; that she had asked the carman for the meter's ticket, who said it was lost.

May 8, 1800.—A gentleman who had purchased of an advertising house, 2¼ chaldrons of coals, 14 sacks to the chaldron, on finding them deficient in number, applied to the Surry Land Coal-meter's office to have them re-measured; but the seller on having notice given him of the buyer's intent, ordered the carman to drive the coals away, which he did in presence of F. Bigg.

J. BURNETT. F. BIGG.

IMPORT OF COTTON WOOL in December 1808.

2834	Bags, Bales, &c. into London.
907	..... Liverpool.
300	..... Glasgow.
4041	

THE MARINE LIST.

THE Walpole, Sandelands, from Bengal, was driven on shore near Margate during the Gale on Saturday night. It is expected that the Cargo and Materials will be saved.

The Sir William Pulteney; Worcester; and Northampton, homeward East Indiamen; lost an anchor and cable each in Margate Roads during the late Gale.

Dover, 18th Dec.—"The Duke of Montrose Indiaman, is off this Port, having lost her anchors and cables.—The Anna Maria and Catharina, of and from London, with Stores, for Portsmouth, lost her anchors and cables, and in attempting the Harbour during the Gale, struck against the Head, and drove out to Sea.

The following vessels have put into the Harbour: the Charlotte, Watson, from Oporto to Ipswich, with loss of anchors and cables.——John and Susan, Barnes, of and from Torbay, with loss of an anchor and cable.——The Venus, of Poole, from London to Portsmouth, with loss of anchors and cables, and gibb.—The Forester, Wilkinson, of and for Shields, with loss of main-mast, anchor and cable, and her starboard side stove in by the Thetis frigate."

The Aurora, Hgelmstrom, from Stockholm to Portsmouth, was taken the 8th instant off Dungeness, by a French privateer, and carried into Boulogne.

The Francis, Passmore, from Cardiff to London, was lost at Kingsdown, 18th.

Two Transports, No. 314 and 383, have lost anchors, cables, and sustained other damage. Another vessel was dismasted in the Downs.

The Tartar, Mitchell, for the Brazils, is on shore near Seacombe, in the Mersey.

The Rose, Granger, with Oats, for London, is lost near Whitby. Crew saved.

The Thames, Evans, from Gothenburgh to London, was captured off Lessoe, 23d ult.

The Nancy, of Blakeney, in Ballast, is on shore on Yarmouth Beach, but expected to be got off.

The North Star, of Shields, Elliot, stove in her deck, in going into Whitby, during the Gale on Saturday.

The General Miranda, Orr, bound to Jamaica, cut away all her masts on Thursday, off Margate, and is returning to the Lower Hope to repair. She was safe at anchor yesterday morning in the King's Channel.

The Betsey, Bowes, and the Mary, Lee, American vessels, laden with Oil, are captured and carried into Boulogne.

The President (an American) Owens, from the Canaries, was taken 17th ult. off the Isle of Wight, and carried into St. Valery.

The Isabella, of Newcastle, Lambert, from Calmar to Hull, was towed into Harwich 17th inst. by the Briscis SW in a most distressed state, having six feet water in her hold; the fore-yard and part of her sails cut away from the yards; part of her Cargo and Guns thrown overboard: and the Crew were about taking to their boats, for the preservation of their Lives, when the Briseis hove in sight.

A brig. of and from Pool, bound to Prince Edwards Island, was wrecked at Miragomish about the 9th ult. Crew saved.

The Sally, Forster, arrived in the River from Lisbon, was run on board of in Sea Reach, by the Anna Maria and Catharina, Mackay.

The Kingston, Richards, from London to the South Seas, was all well 15th Oct. in lat. 6. N. long. 24. 10. W.

The Clio, Crosthwate, from Harlington, and the Peggy, Westred, from Whitehaven, both bound to Dublin, were driven on shore in attempting to get into Holyhead Harbour, during the Gale on Saturday. Crews saved.—The former was the next day bottom up, and the latter full of water.

The Royal George privateer, from the Cape of Good Hope, was taken by the Caroline, French frigate, off Madagascar, in April last, and carried into the Isles of France.

The Elizabeth, Ross; Twee Gebroeders, Vasser; Swan, Kruger; Twee Gebroeders, Dereck; New Yorwick, Hendricks, all with Cargoes; Sophia, Thompson, in Ballast, were totally lost on Sandy Island, near Heligoland, 7th inst.—The Haabe, Fredericks; Providentia, Vickers; Anna Maria, Wilmers; Norden Star, Ellerman, all laden, were driven on shore on the Great Island, near Heligoland, 7th inst. but expected to be got off much damaged.—The Bertius, Coleman; Perseverance, Jacobion; Haabet, Lauman; Enigheden, Larson; were driven out to Sea from Heligoland, and supposed to be on shore on the Main.—The Anna Margaretta, Jansen, struck on the Stane, and Crew drowned.—The John Jacob, Burmester, struck on Sandy Island. Crew lost.—The Paulinus, Hendrickson, foundered with all the Crew.

The George and Mary, of Southampton, from Deptford to Portsmouth, is taken off Rye, and carried to France.

The Polly, Bateman, from Stockholm to London, is totally lost near Holy Island.

The Eliza, Elrod, from London to Gothenburgh, is on shore on Yarmouth Beach.—Cargo will be saved.

The Joseph and Mary, of Sunderland, was lost off Flamboro' Head 5th instant. Crew saved.

The Reliance, R. Spike, from Stockholm to London, is lost on the Holm Sand, near Lowestoff.

From French Papers.—A three-masted vessel, of 10 guns, from Liverpool to the Cape de Verds, was taken and carried into Morlaix 25th ult. by the St. Joseph privateer of St. Maloes.

The Hopewell, (an American) from London to New York, was captured 3d inst. by the Rodeur privateer of Boulogne, and carried into Dieppe.—On the 31 inst. the Alexandrina privateer, of Boulogne arrived at Dieppe, with six prisoners, taken from board an English vessel from Gibraltar to London (laden with Wines) which was driven on shore at Boulogne.

Deal, 22.—"A large ship is on shore to the westward of Calais, but it cannot be made out what she is."

The Supply, naval transport, was towed into the Downs yesterday by the Kangaroo, SW. having lost her foremast and bowsprit.

The Apollo, Carey, of and for Yarmouth, from Heligoland, put into Dover 20th, with much damage, having been on shore on the Goodwin Sands.

The Rose in June, George, from Cork to London, was carried into Ramsgate yesterday, by the Thrasher, GB. having been found near Dungeness dismasted, and deserted by the Crew.

The Eleanor, Henderson, from Cardiff to London; the Jane, of Carmarthen, Jenkins, from Limerick to London, were totally lost near Dover during a Gale on Thursday night. The Crews of both drowned, except Capt. Jenkins.

The Tartar, Mitchell, bound to the Brazils, which was on shore in the Mersey, is got off without any material damage.

The Amphitrite, Colborn, from Halifax to Bedec and London, was driven on shore 21st October, near Pictou; got off 6th November; and afterwards driven on shore ner Bedec. Crew saved.

The Harriet, Hammond, arrived at Whitehaven, from the Brazils, spoke on the 27th October, the Agreeable, Bridge, in lat. 4. 6. S. long. 23. 35. W, six weeks and three days from Liverpool, bound to the Brazils, all well.—Nov. 10, the Sir Godfrey Webster, Walker, in lat. 27. 18. North, long. 29. 30. West, twenty days from the Downs, bound to Jamaica, all well.—2d Dec. spoke the ship Ann, Capt. Kermond, in lat. 30 North, long. 23, West, eighteen days from Liverpool, bound to Charleston, all well.

The Chronosotonthologos, Manning, from Guernsey to Dublin, was driven on shore at St. Ives, on Saturday, and since gone to pieces. Cargo and materials saved.

The Johan Adriana, Cornelesson, from London to the Baltic, foundered at Sea. Six of the Crew saved.

The Lamprey, Cox, from Newfoundland to Jamaica, was captured 7th October, by two French privateers, and sent to Guadaloupe.

The Cato, Darrell, from Turk's Island, was lost 11th November on Sandy Hook.

The Catherine Brigetta, ——, from the Baltic, was off the Dogger Bank, 7th Oct. and has not since been heard of.

The Helena, Stranberg, sailed from Dalero, on 12th of August, bound to Grimsby, and has not since been heard of.

The Lady Berkeley, from Hayti to Halifax; the Ann Philippa, Moore, from Hayti to Liverpool; and a schooner from Baltimore to Jamaica, were captured early in October, by two French privateers, and sent to Saman.

The Princess Charlotte, Hearn, from London to New Brunswick and Jamaica, was captured 18th Sept. in lat. 46. N. long. 18. W.

The George, Douglas, of and from New London to Martinique, was captured the end of September by a French privateer, and carried into Gaudaloupe.

The Juliana, Lee, from St. Vincent's to New York, was taken in September, 35 hours after sailing, by four French brigs of war, and scuttled.

The Urania, Weffels, from Oporto to Hull, was driven on shore on the Hook Sand, near Poole, on Wednesday, and has five feet water in her hold. The Cargo, consisting of 344 pipes and 40 hogsheads of Wine, expected to be saved.

The Polly, M'Allister, from Limerick to the Clyde, sunk on 5th instant by striking on a stone. Cargo landing.

The Ino, Smith, from Boston to the Cape of Good Hope, put into Norfolk, 8th Nov. in distress.

From Dutch Papers. "The Dec Vigilante, from Rotterdam, in ballast, was stranded 28th ult. near Dort.—The Goede Verwagting, Pappenburgh Galliot, captured by the English, foundered on the Brown Bank; people saved by a Dutch fishing boat, and carried into the Texel 26th ult.—An English brig, laden with Wood, Tar, &c. from Stockholm to Newcastle; a Dantzig vessel, said to be from Memel; a Koningsburgh vessel, laden with Flax Seed, said to be bound to Lisbon; are taken and carried into Jutland.—The Emanuel Kant, from Carlscrona to Scotland, is taken and carried into Aalberg.—The Helena Sophia, Klaason, from Embden, was captured 1st instant, and carried into Westerschelly.—The galliot Caroline Frederica, is wrecked near Riga. Crew saved."

The Danish ship Admiral Chapman, from Batavia, is taken by the Modeste frigate, and sent to Bengal. The Victor, SW. has taken a rich Danish ship and sent her into Madras, and captured several others.

The Lady Carleton, Ritchie, from Liverpool, was spoken with by a frigate within five days sail of Messina.

The Hesselwood, Fowler, from Malta and Plymouth to Hull, was captured 3d instant off Dungeness, and carried into Boulogne.

The Integrity, Gardner, from Rio Janeiro to London, was lost near Beachy Head on Thursday. Crew saved. The greatest part of the Cargo expected to be saved.

The Fielding, Murchie, bound to Gothenburg, which was on shore on the coast of Scotland, is put into Burnt Island, where such part of the Cargo as is saved will be landed; the greatest part being Sugar is entirely washed out.

The Brighton packet, of Deal, was deserted at Sea 18th inst. being in a sinking state. Crew taken out by the Achilles and arrived at Torbay.

The Neptune, Birt, from London to Whitby, and the Sarah, Close, from London to Newcastle, were driven on shore the 21st instant, near Southwold.—Crew saved.

The Mary, Cairn, from Harrington to Dundalk, sunk near Beaumaris 18th.

The Albion, Grigg, of Shields, was driven on shore on Yarmouth Beach, during the gale on the 17th inst. Crew saved.

The Lord Nelson Transport, —— Lucky, Master, was carried into Portsmouth on Sunday by the Cherokee gun-brig, having been found off Dieppe without any person on board, all her masts cut away, and completely plundered. It is supposed she had been taken by a French privateer.

The Surprise, Jenkinson, from Workington, was driven on shore on Conway Bar 17th inst.

The Providence, Mitchell, from Neath to Rye, foundered off the Start 17th inst. Crew saved.

The Eliza, Long, of Shields, and the Nymph, Thomson, from Newcastle, are on shore near Hornsea.

The Commerce, Simmonds, from Ipswich to Leeds, was driven on shore near Lowstoffe, 16th instant. Crew saved.

The Weathell, Garner, from London to Boston, was driven on shore at Kirkly, near Yarmouth 18th inst. Crew saved.

The Mayflower, Newton, from Portsmouth to Cardiff, got on shore near Padstow, on Thursday, and was deserted by the Crew. Afterwards got off by the Crews of three boats from the shore, and carried into the Harbour.

The Hope, Cockerill, from Newcastle to Guernsey, was captured on the coast of France by a privateer, retaken by the mate and three boys, and arrived at Portsmouth 21st inst.

The Stork, Chambers, from Cork to London, was captured 4th instant, near Dungeness, and carried into Boulogne.

The Ann, Fullman, from Cardiff to London, foundered off Portland 19th instant. Crew saved.

The Percy, Pinkney, of and for North Shields, from London, was driven on shore 23d inst. on Benacre Beach, near Yarmouth, but expected to be got off without much damage. Crew saved.

The Jenny, Fraser, of Shields; the Two Brothers, Jordain, of Whitby; the Dolphin, Gilpin, of Exeter, all coal laden, were driven on shore near Bridlington Pier, the 24th instant.

The Hundrig, Teasdale, of Yarmouth, coal laden, is wrecked at Specton, near Bridlington. Crew saved.

The Frederica, Ohlsen, sailed from Gothenburgh for Malmoe the end of August, or beginning of September, and has not since been heard of.

The John, from Lovisa to London, was lost at Ystadt, 5th instant.

The Anna Maria, Kjohlberg, from Gothenburgh to Calmar, is taken by the Danes.

The Jupiter, of 50 guns, and a transport, are lost in Vigo Bay. Crew saved.

The Crescent frigate, Capt. Temple, is lost on the coast of Jutland. Only about 40 men saved.

The Bustler GB is lost on the coast of France. Crew saved by the Nymph cutter, and arrived in the Downs yesterday.

The Fama, Lenn, from the Baltic, is lost on the Island of Oesel.

The Margaretta, Beckman, from Gothenburg to the Coast of Spain, was driven on shore last month on the Coast of Norway. Crew saved, and made prisoners.

The Peter, Wermlin, from London to Stockholm, is captured and carried into Christiansand. The Ship and Cargo condemned.

The Goodintent, ——, from Portsmouth in Sunderland, was captured 23d November, and carried into Calais.

The Ardent, Peters, from Waterford; and the Dolphin, Key, from Cork, which lately put into Margate, sunk in the Harbour, and are unloading.

The Friendship, Palmer, from Fowey to Portsmouth, foundered 18th instant. Crew saved.

The Caroline, Cook, from Bristol to Cork, which was on shore in St. Bride's Bay, is got off with of an anchor and cable, and considerable damage, and put into Milford.

The Speculation, Deble, from Yhughall to Southampton, was towed into Fowey on Saturday, having been run foul of, and cut down to the water's edge, by a schooner belonging to Scilly.

The Compact, M'Leod, from Gothenburgh to Liverpool, was taken 27th May, off Duncansby Head, and carried into Bergen.

The Love and Unity, Pemar, from Poole to Liverpool, is lost on the Rutland Sands, Flintshire.

Madeira, 23d Nov.—"The African Convoy, and Fleet, from Cork to the West Indies, have gone past."

The Speculation, Bolmer, bound to Hull, is totally lost at Carlscrona. Crew saved.

The Hope, M'Cabe, from Limerick to London, with 400 tons of Butter, was on shore at the back of the Isle of Wight, on Wednesday night, with seven feet water in her hold.

The Brilliant, Damon, from Gosport to Plymouth, is on shore near Hannoaze. Part of the Cargo expected to be saved.

The Mathew, Walker, from London to Gothenburgh, was driven on shore 20th October, on the Coast of Norway. Crew saved and made prisoners.

The Providence, Pinsen, from Gibraltar to Lisbon, is totally lost near Lisbon.

The Nerina, Wilson, from Quebec to London, is on shore in the Orkneys.

The Jupiter, Holstrom, from Larmouth to Gothenburg, is wrecked on the Coast of Norway.

The Danish schooner, privateer, Nassois, of 10 guns and 36 men, was taken 21st ult. off the Schaw, by the Egeria SW. and sent into Yarmouth.

The Fanny brig privateer, of 16 guns and 80 men, (intended to cruize off the Coast of Ireland) and the Superb letter of marque, of 4 guns and 20 men, bound to Martinique, with a Cargo of Sundries, were captured off L'Orient 16th ult. by the Naiad and Narcissus frigates. The latter is arrived at Penzance.

The Pegasus, Saffbom, from Stockholm to Bristol, is captured by a French privateer in the North Sea.

The Lord Mulgrave, Goodall, which was detained by the Dædalus frigate, and sent into Jamaica, has been liberated, and arrived at Cape Francois. Capt. Goodall arrived at Plymouth on Thursday from Jamaica, in the Raven sloop of war.

The Johns, Hutton, from Leith to Gothenburg, is lost on the Coast of Norway. Crew saved.

The Carlburina Haak, from Carlsham to London, is stranded near Ystadt. Part of the Cargo is expected to be saved. Three other vessels are on shore near Ystadt.

The Johannes, Stare, from Carlsham to Hull, has been taken by a Danish privateer; retaken by the Charger GB. and carried in Ystadt.

The Nancy, Ingolet, from Malta to London, was totally lost 1st Nov. on the Coast of Galicia. The Captain and Boatswain drowned.

The Drey Freunden, Poulson, from Portsmouth to Stockholm, was taken in August, and carried in to Jutland.

An English brig laden with Wood, Tar, &c. from Stockholm to Newcastle, is taken and carried into Jutland.

The Forrester, White, of North Shields, is wrecked near Kelsey. Crew saved.

The Ariel, Colley, of and for Hull, from Nova Scotia, was totally lost 17th ult. on the Island of Rathlin. Crew saved.

The Cupid, Gales, from London to Whitby, having sprung a leak, was run on shore near Whitby by the Crew, for the safety of their lives.

The Diligence transport, Welsh, Master, put into Ramsgate yesterdy very leaky, having been on Margate Sand, and lost an anchor and cable.

The Matilda, Ronayne, from Rio Janeiro, arrived at Falmouth on Saturday, sailed 13th October, in company with the Melville and the Jason, bound to London; the Ann, Mayne, intended to sail the next day.—A Packet sailed for Falmouth on 10th October.

The Cora, Mason, from Dublin to London, has been taken by the Clarissa French lugger, retaken by the Entrepenant cutter, and arrived at Plymouth, 28th ult. The Clarissa sailed from St. Maloes 23d, in company with six luggers and two large brig privateers, on a cruize to the westward.

The Lady Ann, from Newfoundland to Poole, and a Guernsey brig, laden with

Cyder, bound to Bristol, have been taken by the Speculator privateer, belonging to St. Maloes. The Lady Ann, was recaptured on Thursday by the Lavinia frigate.

The Rebecca, Nimmo, from the Baltic, is on shore near Malmoe, and it is supposed will be lost.

The Triton, Kramp, from the Baltic, is run down by the Orion MW.—Half of the Crew drowned.

The Mermidon, Clark; Alexander, Bartleman, of North Shields, in Ballast, are lost near Blakeney.

The William, of and from Gothenburg, Castleton, bound to Alicant, was lost near Cape Wrath 7th inst. Crew saved. Cargo expected to be saved.

The Neptune, Storey, of North Shields, is on shore on the Lincolnshire Coast.

The Junius of Sunderland, is on shore at the entrance of that Harbour.

The Woodman, Wood, from Newhaven to Newcastle, is wrecked on the Coast of Suffolk. Cargo and Crew saved.

The Santissimo Sacramento, de Sousa, and the Princess Reira, Pireira, from Pernambocco to London (out 61 days) were spoken with 26th ult. in lat. 45. 47. N. long. 9. 47. W. by his HMS Lavinia, arrived at Portsmouth. They were steering for Corunna or Ferrol, in consequence of being leaky, their masts sprung, and the Wind N. E.

The Telemachus, Fitzgerald, from Newfoundland to Falmouth, has been taken, retaken by the Encounter GB, and arrived at Plymouth 2d inst.

The Lightning SW captured on the 8th October, the Dutch armed ship De Hoop, mounting 8 guns and swivels, and 72 men on board, from the Texel and Coast of Guinea to Batavia, with a Cargo of Naval and Military Stores, and sent her for the Cape of Good Hope. She sailed from the Texel in March, in company with a frigate of 36 guns, which she parted with the second day after sailing.

The Majestic, transport, has been burnt down to the water's edge at Barbadoes.

The Espoir brig, of 8 guns and 25 men, from Guadaloupe to Bordeaux, laden with Coffee and Sugar, was carried into Antigua 30th Oct. by the John Burke schooner. The Imperatrice, of 14 guns and 50 men, and Jeune Adelle, of 6 guns and 20 men, were in company with the Espoir, but escaped.

The Ainsley, Brown, from Liverpool, arrived at Tortola 26th Oct. and sailed the next day for Hayti, but was detained soon after for exporting cod fish, entered from Liverpool, and sent back to Tortola.

The General Sinrada (Portuguese ship) from the Isles of France, was sent into the Cape of Good Hope 7th October, by the Laurel SW.

The Carnation brig of 18 guns, is taken by the Palencure French privateer, after a very severe action, in which Capt. Gregory was killed, and almost every officer killed or wounded, and carried into Martinique.

The Palencure French brig of 18 guns, is taken by the Circe frigate, and carried into Antigua.

The Pylades French corvette, of 18 guns and 150 men, is taken by the Pompee MW. and carried into Barbadoes.

The Mouche privateer, of one gun and 60 men, was taken 25th October, off Trinidad, by the Grenada brig of war.

The Polly schooner, from Martinique, to Bordeaux, with Produce, is taken by the Superieure SW, and sent into Barbadoes.

The Deucalion, ——, from Rochelle, is taken by the Bilette SW and carried into St. Vincents.

The Swedish brig Wanderingman, Swainster, from Gothenburg, is on shore on Hasbro' Beach, near Yarmouth, and it is thought will be lost.

The Sally, Blair, from Cork to Grenada, is taken and carried into Guadaloupe.

The Ross, Bruce, and the Atlantis, Craig, from Jamaica to London, which were captured and carried into Spain, have been restored with part of their Cargoes.

The Providence, Johnson, from Liverpool to Port Rush, is stranded on the Coast of Ireland. Crew saved.

The Teutonia, Pundt, is totally lost in the Baltic.

The Chearful cutter, from Corunna, with the Honourable Capt. Windham, Aid-de-Camp to Sir John Moore, and the French General Le Febre, a prisoner.—The Eclaire SW from Corunna, with the Caroline French letter of marque, from the Isles of France to Bordeaux, (with a very valuable Cargo) her prize.—The French ketch Paix, from Bordeaux, with Wine and Rosin, prize to l'Aigle frigate, arrived at Plymouth on Saturday.

The Diligence transport, Welch, put into Ramsgate 2d instant, leaky, grounded on Saturday, and has received so much damage, as to fill with water every tide. Her Cargo consisting of provisions, is discharging.

The Magdalena, Allbeck, from St. Ubes to Gothenburg, was wrecked 29th ult. at the mouth of the Tees. Crew saved by the Redcar Life Boat.

The Walsingham packet, arrived from Brazils, spoke on 23d Nov. in lat. 32. 0. long. 21, 10. the Loussa, from Bristol to Trinidad.

The Aut, Sangster, from London to Cadiz, is put into Vigo the 20th ult. in great distress, and with loss of all her masts. The Cargo is said to be all damaged, as the vessel was nearly filled with water, and the Goods remained therein four days before the pumps could be worked.

The Ranger, Henderson, from Altea to London, was captured 27th ult. by a French privateer, who took out all the Crew, except the Mate and a boy, and put seven men on board; on the 4th inst. the Mate and boy secured the Frenchmen below, and soon after falling in with the Rowena armed brig, the Ranger was carried into Plymouth on Saturday.

The Crawford, Harrison, from Liverpool to Gibraltar and Alicant, was captured 29th ult. by a French brig privateer, of 18 guns, and 150 men, which took out all the Crew, except the Mate and a boy, and put eight Frenchmen on board. The 31st, off Usham, there being

little wind, the Frenchmen got into the boat to tow her, when the Mate cut the ropes, and would not suffer them to get on board; the next morning fell in with the Success frigate, who put six men on board, and she arrived at Penzance 5th instant.

The Harlequin, Lachlan, from London to Berbice, was lost at Madeira 28th November, in consequence of a shot fired from one of the Forts.

The Frede, Schleboom, from Buenos Ayres, is on shore in the River Plate. Part of the Cargo saved.

The Hannah and John, Baker, from Shoreham to Cork, was driven on shore at Penzance, on Thursday night, but it is expected will be got off.

The Pigeon schooner was stranded near Kingsgate, on Thursday night. Two of the Crew lost. A Swedish cutter, of 6 guns and 24 men, from Masterland, was driven on shore 5th instant, near Whitby, but it is expected to be got off. On the 30th ult. the cutter captured a Danish galliot and a sloop in the Sleeve; one of them is arrived at Scarbro.

The Horatio, Cook, of and from London to Liverpool, was lost 6th instant, on the Maple Sand. Crew saved and arrived at Harwich.

The Francis, Burk, of Whitehaven, in Ballast, was lost near Wexford 4th inst. Crew drowned.

The Constellation, Volentin, from Malaga to Corunna, is totally lost. The Captain picked up at Sea in an open boat.

The Adventure, Lisby, from Liverpool to Oporto, was taken 24th ult. by a French privateer, and retaken 2d instant by the Cruizer and Anna letters of marque, of London, and arrived at Ramsgate yesterday.

The brig Catherine, ——, from Bristol to London, was wrecked on Sunday morning on Portland Beach. Crew saved.

The brig Nancy, Goss, of and for Plymouth, from Wales, in attempting to get into Scilly 4th inst. struck, and immediately sunk in deep water.

The brig Ann, of Jersey, bound to Bristol, was carried into Scilly 30th ult. by the ship Catherine, from Malta, which found her at Sea with only the Mate on board, having been captured by a French privateer, and deserted on the appearance of a brig of war.

The Brutus, Edwards, of and for New York, from Bengal, was taken 11th of September, by the Dame Erneuf French privateer, and carried into Cayenne 5th Oct. and condemned.

The Lady Borringdon, Hepburn, bound to Plymouth, is lost at Quebec.

The Royal Recovery, ——, from Liverpool to London, was wrecked in Mount's Bay on Saturday last. The Crew saved.

The Governor Wentworth, Swan, of Liverpool, bound to Grenada, has been on shore on the North Bud, Dublin, but got off without material damage.

The Stag, Wheatley, from Oporto and Lisbon to London, is put back to Lisbon.

The Fleet which sailed from the Leeward Islands in November, under convoy of HMS Galatea, was dispersed in different gales of wind; only two arrived in the Channel with the Commodore.

The James, Tervallen, from Quebec, arrived at Plymouth on Wednesday. On 1st instant she struck her colours to a large French privateer, which had just taken a large English ship and a brig, but whilst the Frenchmen were in the act of exchanging prisoners, the James escaped.

The Manly Dutch brig of war, of 16 18-carronades, and two long 9-pounders, with 70 men, arrived in the Humber on Friday. She was captured in the North Sea, by the Onyx SW after an action of an hour a half, during which the Manley had three killed and four wounded, and the Onyx three wounded.

The brig Union, ——, of and from Guernsey to Shields, was taken off Beachy Head 10th inst. by the Rodeur privateer, of 18 guns, and 67 men, from Dieppe, after an action of an hour and a half—retaken soon after by the Spanish Patriot, of London, which ship engaged the privateer for a considerable time, shot away her main yard, and it is supposed killed several of the Crew.

The sloop Duke of York, from Ireland, drove from her moorings at Falmouth, on Sunday morning, during a Gale at WNW and received so much damage, by driving foul of a galliot, that she soon after sunk. Crew saved. Cargo previously landed.

The George, Hall, from London to Gothenburg, was captured 5th September by a Danish gun-boat, and carried into Jutland.

MONTHLY RETROSPECT.

SINCE our last publication a variety of events have presented themselves to notice, especially towards the close of the preceding month; the importance and interest of which abundantly but painfully compensate the anxious solicitude that occupied the public mind for so long a period. As the details of these events are doubtless in the hands of most of our readers, our confined limits can only admit of a brief notice.

Domestic Affairs.

The national senate has resumed its deliberations; the address, in reply to his Majesty's message, (delivered by commission) was in both houses carried unanimously without any amendment, and was expressive of the zeal and attachment of Parliament, and their readiness to support his Majesty by every means in their power. In the House of Lords, votes of thanks have passed to Sir A. Wellesley, and to the Officers and Soldiers under his command, for their gallant conduct at the Battle of Vimeira in Portugal. Previous to this motion, however, (on the 23d Jan.) Lord Auckland having moved for certain papers relative to our dispute with America, Lord Erskine in his observations on that motion, made the following very important assertion.—"That he had good grounds for knowing that, if this Country had acceeded to the propositiou of the American Government, a war would have taken place between France and the United States in less than six weeks!" In the House of Peers also a vote of thanks has unanimously been passed to Generals Baird, Hope, and other General Officers who served under the late Sir John Moore, at the Battle of Corunna, and likewise to the Officers, Non-commissioned Officers, and Privates, by whom the Victory was gained at Corunna on the 16th Inst. No other business of moment has yet occured in the House of Peers. In the House of Commons, similar votes of thanks have been passed to Sir A. Wellesley, General Sir D. Baird, &c. and likewise to Rear Admirals De Courcy, Sir S. Hood, &c. &c. for their able efforts in the embarkation of the British Troops. A new committee of Finance has been appointed to investigate the public revenue of Great Britain; and notices of several important motions have been given on the subjects of army promotions,—the disposal of Commissions, convention of Cintra (of which His Majesty has expressed his most decided disapprobation and of the Officers concluding it, whose conduct has so recently been investigated by a Court of Inquiry),—the War in Spain, &c. &c. The results of these important questions we shall not fail to notice in our future Numbers.

Lord Castlereagh has stated the outline of his Bill for increasing the regular Army. He proposes that a number not exceeding two-thirds of the present establishment of the Militia Force of Great Britain and Ireland should be permitted to transfer their services into the line; and that the Militia should be increased to their former establishment by the counties to which they belonged, within a limited period; and if they should not be complete on the expiration of that pe iod, the ballot is to be resorted to. To prevent the measure becoming more oppressive upon some counties than others, a part of the bounty paid to men enlisted within the given period is to be paid by the public. After some conversation, and a division on the question for leave to bring in a bill, which was carried. in the affirmative, by 77 to 26, the Bill was introduced and read a first time.

It is very confidently stated, that the last body of our troops, which sailed under General Sherbrooke, are destined for Cadiz, and it is said that Ministers have at length stipulated with the Supreme Junta of Seville, for their being received into the garrison and ports of that City.

Sixty Thousand men are forthwith to be equipped and embarked—Cadiz, Gibraltar, and Minorca, are it is said, to be the rendezvous of our armament; and that the sort of war, the best adapted to our Maritime character, is that which is from henceforward to be carried on.

Orders have been already given for the immediate construction of a large number of small vessels, of a peculiar form, for the carriage of horses and artillery. These are to be built in all the yards, public and private, throughout the kingdom; and in the mean time, supplies of cloathing, provisions, tents, arms, and ammunition, are to be forwarded to the ports with the utmost expedition.

We are concerned to state that serious dissatisfaction prevails in Jamaica, grounded on the following circumstance:—In May, 1808, a mutiny broke out in the 2d West India Regiment, at Fort Augusta, in which Major Darley and Lieut. Ellis were killed by the mutineers, and the other officers escaped with difficulty. No inquest being held, many unpleasant rumours arose, in consequence of which the House of Assembly appointed a Committee to investigate the affair; who made a report, on which a message was sent to the Governor (the Duke of Manchester), praying that he would direct the proceedings of the Court-Martial and Court of Inquiry to be laid before the Assembly. The Commander in Chief (Carmichael), however, forbad all persons under his command to answer any questions put by the Assembly, or to attend in person: the Assembly ordered the Serjeant at Arms to take him into custody; and things proceeded to such an extremity, that the Governor (who approved the conduct of the Commander in Chief) found it necessary to prorogue the sessions, in order to get instructions from home. In conse-

quence of this measure, meetings have been held all over the island, at which resolutions have been carried, approving the conduct of the House of Assembly. Several Bills before that House have necessarily been dropped, and various important matters, respecting the state of the island, are untouched. We trust the instructions of Government will have a pacific tendency, in this valuable part of the British Colonies. No occurrence, particularly worthy of note, has taken place in the other W. I. Islands.

Foreign Affairs.

SPAIN.—The Expedition to this country has totally failed, and the surviving part of the British Army has reached the different ports in the south of England. Pressed on all sides by a very superior force, General Sir John Moore found it necessary to retreat with his army towards Lugo, where he drew up his men in order of battle, "in which, however, the French declined to engage." During the retreat from Lugo to Corunna, our army encountered dreadful distresses. On the 15th of January, the French army attacked the British troops; the first effort of the enemy was met by Sir John Moore and Sir David Baird, at the head of the 42d regiment and the brigade, under Major General Lord William Bentinck. Early in the action General Baird was obliged to leave the field by a severe wound; and, shortly after, a cannon shot took off the respected commander in chief, Sir John Moore. Under Lieutenant-General Hope the battle was continued with great vigour by our troops; who, undismayed with the severe loss they had just sustained, pressed the enemy at all points, and "ultimately defeated," him with a great slaughter of his forces. As we doubt not that the particulars of this glorious victory are already in the hands of most of our readers, we can only state that Sir J. Moore's last moments were cheered by the acclamations of victory. His remains, as also those of General Anstruther, were deposited in the Citadel of Corunna. The result of this brilliant achievement was, the unmolested embarkation of the surviving part of the British army, on the 16th and 17th inst. Of our loss, no accurate statement can yet be formed: in the House of Commons it has been estimated at about one-fourth.

On Bonaparte's entrance into Madrid, a deputation of the magistrates waited on him with an address, which he accepted; and, in reply, expressed his determination of ruling in Spain, at whatever cost;—he has issued decrees, abolishing the inquisition and all feudal customs. The Supreme Junta continue their deliberations at Seville, and are using every effort to raise the Spaniards against their unprincipled invader. By an Extraordinary Seville Gazette, of the 11th January, intelligence is brought, that Don Juan Pignatelli, Captain General of Old Castile, has obtained several advantages over the French.

In PORTUGAL, the patriotic administration are raising new levies, and concentrating all their forces. Apprehensions of the most serious kind were entertained for the troops that had marched into Spain; and, on the 11th January, our Consul-General informed the British Factory of the approach of a French army to the frontier; and advised them to take immediate steps to save themselves and their property. With this measure they were preparing to comply.

The situation of affairs between Russia and Sweden remains nearly as stated in our last Retrospect. The Emperor of Austria's vast military preparations, it is understood, are not diminished; but what will be the result of them it is difficult to conjecture. Should he be disposed to continue at amity with Britain, he must prepare to meet all the vengeance of Bonaparte, who has declared that not a single power shall exist on the Continent that has any alliance with us.

CONSTANTINOPLE, the scene of so many sanguinary transactions, has experienced another revolution. Mustapha Bairactar and the Sultan he had placed on the Turkish throne, have been compelled to flee: the Sultan whom he had deposed has been put to death; and another is to hold the reigns of government. A revolution has also recently taken place at Algiers, the Dey of which has been assassinated, and another man appointed in his stead by the military. No intelligence has yet arrived that can tend to throw any light on the probable commercial advantages that may result from these sudden changes.

ABYSSINIA.—Reports are in circulation, that the British government intend to send a resident to this remote country, for the express purpose of "establishing a commercial intercourse between the two countries." Presents of great value are preparing, in order to accompany this singular mission.

AMERICA.—With the United States, our commercial relations continue nearly in the same situation which we have already noticed. The most violent animosity prevails against England; and it is now expected that the system of embargo will be confirmed, and acted upon with the utmost rigour.

COMMERCIAL REPORT.

London, January 20, 1809.

WE have the pleasure to announce the safe arrival of a large fleet from the West Indies; their cargoes, consisting chiefly of sugar, rum, cotton, coffee, &c. have arrived to a tolerable good market.

The late arrival of the fleet from the East Indies, consisting of the following ships, viz. *Duke of Montrose*, *Walpole*, *Sarah Christiana*, and *Northampton*, from Bengal; *Worcester* from Fort St. George, and Bombay; *Sir W. Pulteney* and *Union* from Bombay, have brought the following cargoes: Of Bengal piece muslins, 9,266; calicoes 9,123, besides prohibited goods; Madras calicoes 68,400, besides prohibited goods, drugs and privilege goods, among which are 2,052 bales of cotton.

The East India Company have given notice, that the pepper declared for sale on the 1st of February next, is postponed to Tuesday the 11th of April—*Prompt, July* 7, 1809.

The ports of Sweden being now shut against us, puts a stop to our usual commerce with the Baltic, and as plenty of iron can be found in the United Kingdom, we trust the Legislature will give every encouragement towards the manufacturing of this valuable article, as well as to the cultivation of hemp and flax, the manufacture of cables, cordage, &c. &c.

We have been favoured with the following letter from Archangel, dated latter end of October last. "The trade of this place, compared with that of other Russian ports, have been considerable this year: in consequence of which the prices of several articles have greatly advanced, flax from 85 to 90 roubles. Tallow 80 to 85 roubles, hemp 75 to 80 roubles, bristles 40 roubles, mats 170 roubles, lintseed 14 to 15 roubles. Rye 10 to 10½ roubles. And wheat to 9 roubles.

"Owing to the want of tonnage, so few ships being arrived to carry off the goods brought to market, the stock remaining on hand is very considerable, and consists of 30,000 pounds of yellow candle tallow, sent here from Petersburgh; 500,000 poods of bar iron; 30,000 poods of train oil; 13,000 chetverts of rye; 60,000 ditto of wheat; 500,000 mats; 300 poods of candles; 80,000 barrels of tar; 3000 poods of pease; 15,000 poods of rye-flour; 10,000 barrels of pitch; 12,000 chetverts of lint-seed; 5000 poods of hemp; and 2000 ditto of flax."

From the foregoing statement, it will appear, that the quantity of goods laying on hands must be very distressing to our friends the Swedes, who have *reluctantly* been obliged to shut their ports against us, at the instance of Buonaparte's dupe, the emperor of Russia.

We fear the numerous army of the French, arrived already in Galicia, and its vicinity, will stop our commercial intercourse with Spain and Portugal; however, that to Brazil and South America, *of much greater consequence* cannot be readily interrupted, and large shipments are now making from London and Liverpool to that country of every kind of manufactured goods, earthenware, glass, &c. and the returns for such shipments are of the most valuable and profitable description.

DIVIDENDS FROM OUR LAST.

DIVIDENDS ANNOUNCED.

Allcroft, R. Sheffield, scissar-manufacture, Dec 23.

Aitham, W. Tokenhouse-yard, baker, Jan. 7, Feb. 7.

Anderson, J. Dean-street, Soho, pianofort maker, Jan. 28.

Andrews, H. Canterbury, seedsman, Dec. 29.

Angus, W. Rochester, linen-draper, Jan. 16.

Austie, J. Devizes, Wilts, clothier, Jan. 12.

Anwyl, T. Lloyd, Shrewsbury, money-scrivener, Dec. 28.

Arbuthnott, A. and R. Bracken, Philpot-lane, London, and Birmingham, merchants, Feb. 1.

Atkinson, G. Cloth Fair, Smithfield, glazier, Dec. 27.

Aungier, G. Kent Road, Surry, distiller, Dec. 20.

Baker, C. Saville-place, Lambeth, flour-factor, Dec. 27.

Bailey, S. Bristol, tailor, Dec. 27.

Barclay, J. Old Broad-street, merchant, Jan. 17.

Bartlett, C. Cannon-street-road, Middlesex, stone mason, Jan. 3.

Baylis, S. Ledbury, Hereford, baker, Dec. 31.

Beech, J. Birmingham, button-maker, Jan. 10.

Beal, L. and T. A. Beale, Basinghall-street, warehousemen, Jan. 19.

Beale, T. A. Basinghall-street, warehouseman, Jan. 19.

Beale, L. Basinghall-street, warehouseman, Jan. 19.

Beetson, H. G. Gray's inn square, money-scrivener, Dec. 17.

Bell, R. and R. Hedley, Newcastle-upon-Tyne, woollen-drapers, Jan. 6.

Bishhop, J. and J. Terry, Maidstone, upholders, Jan. 21.

Blatchford, P. Lifton, Devon, miller, Dec. 29.

Blunt, G. and J. Morca, Little Carter-lane, Doctor's Commons, wholesale grocers, Jan. 21.

Bowen, T. Rhodiad Pembroke, shopkeeper, Dec. 20.

Bradnock, T. Walsall, Stafford, sadler's ironmonger, Jan. 12.

Brewer, W. Cirencester, Gloucester, innkeeper, Jan. 10.

Brown, W. and J. Yoxen, Jermyn-street, shoemakers, Jan. 17.

Bull, S. Brewer-street, Golden-square, tallow-chandler, Dec. 17.

Busby, W. Strand, hatter, Dec. 24.

Busby, W. and I. Hill, Strand, hatters, Dec. 24.

Byrchmore, T. Market-street, Oxford-market, victualler, Dec. 17.

Byrne, J. Liverpool, wine-merchant, Jan. 6.

Campbell, J. Shakespear tavern, Covent garden, vintner, Dec. 17.

Carden, T. St. Michael's alley, Cornhill, insurance broker, Dec. 20.

Carter, J. Bread-street, Cheapside, warehouseman, Jan. 30.

Cause, J. Great Wallering, Essex, Dec 24.

Chambers, R. Newcastle-upon-Tyne, ironmonger, Dec. 21.

Chard, C. High Holborn, chymist and druggist, Jan. 7.

Child, G. Augustus, Bristol, scrivener, Jan. 16.

Clark, W. Hythe, Kent, tailor, Jan. 11.

Close, W. and M. Leeds, York, dyers, Jan. 21.

Close, W. Leeds, York, dyer, Jan. 21.

Coates, E, T. Massey, and J. Hall, Horninglow, Stafford, brewers, Jan. 16.

Cooke, T. Gloucester, merchant, Dec. 27.

Cowperthwaite, W. and J. Waring, Manchester, manufacturers, Dec. 26.

Cowperthwaite, W. Old Fish-street, London, grocer, Dec. 31.

Crocker, G. Biddeford, Devon, ship builder, Dec. 21.

Crombie, D. Great Hermitage-street, Middlesex, mariner, Feb. 4.

Crump, T. Westminster-road, tinman, Dec. 24.

Dall, R. Maresfield, Sussex, collar-maker, Jan. 17.

Daniels, J. Elkan, otherwise J. Elkan Daniels, Coleman-street, merchant, Dec. 17.

Davis, G. Cranbourn-street, Leicester-fields, linen-draper, Dec. 6.

Davis, S. Bury-street, St. Mary Axe, merchant, Jan. 31.

Dawson, E. Hinckley, Leicester, hosier, Jan 3.

Dearing, T. and M. Forster, Litchfield-street, Soho, hotel-keepers, Jan 17.

Delancey, A. R. L. Blakeley, Lancaster, dyer, Jan. 16.

Denham, S. Bermondsey-street, Southwark, tailor, Jan. 21.

Dennett, R. Greek-street, Soho, cheesemonger, Dec. 24.

Dickinson, W. Upholland, Lancaster, plumber, Dec. 19.

Downs, W. A. Brewer-street, Golden-square, undertaker, Jan. 17.

Dudley, C. S. Gracechurch-street, merchant. Jan. 21.

Dutton, J. Burwardley, Chester, cheesefactor, Dec. 27.

Eccles, R. C. Lancaster, cotton-manufacturer, Dec. 15.

Elliott, T. Bedford-street, Covent garden, tailor, Jan. 7.

Faniding, E. Gainsborough, Lincoln, linen-draper.

Fenner, of Lawrence-lane, London, wholesale linen-draper, Jan. 23.

Fenton, F. Sheffield, merchant, Dec. 23.

Forshaw, J. Preston, Lancaster, linen-draper, Jan. 5.

Fossey, J. Dunstable, Beds, straw-hat-manufacturer, Jan. 21.

Fuller, S. Cambridge, draper, Dec. 31.

Gardner, T. Shoreditch, haberdasher, Jan. 17.

Glover, C. Albemarle-street, upholsterer, Dec. 23.

Goodwin W. King's Arms Stairs, Westminster-bridge road, timber merchant, Dec. 24.

Goulden, R. Liverpool, merchant, Dec 19.

Goulton, W. Selby, York, linen-draper, Jan. 4.

Green, J. Burton in Lonsdale, York, cotton spinner, Dec. 22.

Green, R. Bishopsgate-street, jeweller, Dec. 24.

Green, V. Percy-street, Tottenham-court-road, engraver, Dec. 27.

Green, R. Percy-street, Tottenham-court-road, engraver, Dec. 27.

Greenwood, J. and W. Grimaldi, Old Bond-street, auctioneers, Jan. 24.

Grey, E. Monkwearmouth, Durham, coalfitter, Jan. 5.

Harrison Thomas, the younger, Sandford hill, Gloucester, timber merchant, Jan. 4.

Hart Henry, Great Corum street, Brunswick square, broker, Jan. 21.

Hawkesworth William, Blackfriars road, linen draper, Jan. 14.

Hayward, James Coabin, Chambers st. Goodman's fields, now or late purser of the East India Company's ship United Kingdom, Jan. 14.

Hirst Joseph, Suffolk lane, Cannon street, London, broker, April 4.

Holmes Thomas, Horsham, Surry, nurseryman, Dec. 31.

Hookham, Thomas Jordan Hookham, New Bond street, bookseller, Dec. 24.

Hopkins Samuel, Leeds, merchant, Dec. 17.

Hughes Thomas, Bennett street, St. James's, victualler, Dec. 24.

Husey Charles, and Nicholas Husey, Newgate street, linen draper, Feb. 14.

Jackson John, Sculcoats, York, cabinet maker, Jan. 3.

Jefferson Richard, and William Dickinson, Hull, woollen drapers, Jan. 13.

Jennings Thomas, Bunhill row, wharfinger, Jan. 19.

Joel Moses, High street, Shoreditch, dealer in glass and earthenware, Dec. 24.

Johnson Elijah, Bleeding Heart yard, Charles street, Hatton garden, cabinet maker, Jan. 17.

Johnson William Catlin, and John Whittshire, Huntingdon, drapers, Feb 14.

Johnstone Andrew, and John Nainby, Finch lane, perfumers, Jan. 18.

Kay James, John Watson, the elder Paul Catterall, and David Ainsworth, all of Preston, machine makers, Dec. 23.

Keen David, Framlingham, Suffolk, surgeon, Jan. 13.

Kelly John, Manchester, manufacturer, Jan. 26.

Kennion John, the elder and younger, Nicholas lane, brokers, Jan. 24.

Lane John, Thomas Fraser, and Thomas Boylson, Nicholas lane merchants, Jan. 27.

Leet Margaret, Little Russel street, Covent garden, vintners, Dec. 24.

Lilley Westfield, St. John street, Clerkenwell, linen draper, Jan. 14.

List William, Cateaton street, ware houseman, Jan. 7.

Lockier James, Bristol, upholder, Dec. 22—23—30.

Lomas John, the elder, John Lomas, the younger, and Joseph Holdsworth Lomas, Leicester, wool staplers Jan. 17.

Losh George, William Losh, and John Robinson, Newcastle-upon-Tyne, iron manufacturers, Dec. 23.

Lowe William, Drury lane, cabinet maker, Jan. 3.

Lucas William, Cheapside, warehouseman, Jan. 7.

Lund Charles Lewis, Old Jewry, London, factor, Dec. 24.

Marshall John, Denby, York, tanner, Dec. 23.

Maxfield Thomas, Lewes, Sussex, grocer, Dec. 24.

May Samuel, and John Spooner, Great Portland street, haberdashers, Jan. 10.

Mayell William, late of Exeter, but now a prisoner in the goal of Salisbury, jeweller, Dec. 13.

Medford Macall, Finsbury square, Middlesex, merchant, Dec. 13.

Mercer John, Uxbridge, and Nicholas Mercer, Chatham place, mealmen, Jan. 30.

Mills James, Wood within, Saddleworth, York, dyer, Dec. 31.

Mills Charles, Colonnade, St. Pancras, baker, Dec. 24.

Mitchell Thomas, Newcastle-upon-Tyne, linen draper, Jan. 17.

Moore Mary, Albemarle street, fancy-dress maker, Jan 30.

Morgan Edward, Noble street, warehouseman, Jan. 17.

Morris William, Manchester, leather seller, Jan. 25.

Morton Charles, Croydon, Surry, horse dealer, Dec. 13.

Mure Hutchinson, Robert Mure, and William Mure, Fenchurch street, merchants, Jan. 10.

Musson Thomas, Holme, Lancaster, cotton spinner, Jan. 24.

Nantes Henry, Warnford court, Throgmorton street, merchant, Jan. 21.

Neal John, and Peter Tanner, Cock hill, Ratcliff, Middlesex, dealers in coals, June 19.

Nunes Isaac Israel, and Abraham Israel Nunes, Hackney, merchants, Feb. 4.

Oates Edward, Leeds, York, drysalter, Jan. 23.

Ogilby William Frederic, Minories, druggist, Jan. 24.

Orchard George, otherwise George Tryon Orchard, Copenhagen house Islington, victualler, Jan. 17.

Parkin Thomas, Witham in Holderness, York, woodmonger, Jan. 6.

Parkinson Jeremiah, and John Stork, St. Saviour's Church yard, Southwark, hop factors, Jan. 31.

Parr William, Lower Shadwell, grocer, Dec. 24.

Partridge William, Exeter, serge maker, Jan. 14.

Peacock John, Hull, merchant, Dec. 13.

Pears Samuel, Bread street, warehouseman, John Watson, John Watson the younger, and Joseph Watson, Preston, Lancaster, cotton manufacturers, Dec. 6.

Penn Isaac, Leather lane, oilman, Dec. 17.

Perkins Nathaniel, the elder & younger, Eastington, Gloucester, clothiers, Dec. 20.

Phillips William, Rochester, tailor, Dec. 17.

Pritchard John Story, Wigmore street, Mary-le-bonne, grocer, Dec. 31.

Raby John, Narrow street, Limehouse, ship chandler, Jan. 21.

Richard George, Gough square, furrier, Jan. 21.

Robinson John, Newcastle-upon-Tyne, iron manufacturer, Dec. 23.

Ross Bernard, New City Chambers, London, merchant, Dec. 13.

Rowe John, Castle street, Falcon square, Dec. 27.

Rust Nathan, Rotherfield Peppard, Oxford, miller, Dec. 13, Jan. 21.

Salt William, Stockport, joiner, Jan. 16.

Sargeant George Edward, Portsea, Hants, slopseller, Dec. 17.

Sayer Joseph, Upper North place, Gray's inn lane, coach and harness maker, Dec. 27.

Seabrook Richard, Great Bradley, Suffolk, butcher, Jan. 4.

Shaw Christopher, Joseph Graham, and John Burn, Southampton, wine merchants, Jan. 21.

Smith William, Wolverhampton, Stafford, butcher, 19.

Sone George, Gosport, Southampton, boot maker, Jan. 19.

Southard George, New Bond street, linen draper, Dec. 17.

Spencer Houghton, West Wrutting, Cambridge, maltster, Dec. 24.

Stead William, Mortimer street, Middlesex, merchant, Jan. 21.

Steadman Thomas, Redmire, York, grocer, Jan. 30.

Stutterd Thomas, Lindley, York, Jabez Stutterd, of Lindley, and Thomas Littlewood, Oldfield, York, merchants, Jan. 6.

Thomas William Charles, Nicholas lane, merchant, Jan. 24.

Thompson William, Dean street, Southwark, and Ebenezer Leadbeater, Moor place, Lambeth, merchant, Jan. 30.

Thompson William, Manchester, grocer, Dec. 21.

Thorpe William, Pocklington, York, grocer, Jan. 6.

Ticken William, Marlow Bridge, Berks, dealer and chapman, Dec. 17.

Travers Benjamin, and James Esdaile the younger, Dec. 6.

Varley John, Manchester, drysalter, Dec. 14.

Varndell William, Hartly Row, Hants, coach maker, Jan. 24.

Vinn Thomas, Clement's lane, Lombard street, dealer and chapman, Dec. 20.

Watkis Thomas Ishmael, Salford, Lancaster, cotton merchant, Dec. 19.

Watson William, Great Cambidge st. Hackney road, Jan. 24.

Waybran Joseph, and James Gerrard, Swan street, Minories, corn factors, Jan. 28.

Whalley Ray, Cullum street, brandy merchant, Jan. 30.

Whitaker John the elder, William Whitaker, Stockport, Chester, and John Whitaker the younger, of Edgely Cheadle, Chester, cotton manufacturers, Jan. 16.

White Thomas, Southwark, haberdasher, Dec. 6.

Whitehead Joseph, Stockport, Chester, victualler, Jan. 16.

Wicken Joseph, Sandhurst, Kent, grocer, Jan. 14.

Wienholt John Birkett, Old Swan, merchant, Jan. 21.

Wilkins John, and Thomas Lacy, Basinghall street, factors, Dec. 13.

Wilkinson Joshua Richard, Horsleydown, cooper, Feb. 14.

Williams Robert, Oxford street, straw-hat manufacturer, Dec. 24.

Wilson Edward, St. James's street, hatter, Dec. 31.

Winterbourn Thomas, Aldersgate st. cabinet maker, Jan. 31.

Woodward Alexander, Liverpool, wine merchant, Dec. 17.

Wright Charles, Aldgate, tobacconist, Feb. 7.

BANKRUPTS IN SCOTLAND.

John Mitchell, horse dealer, Craigneclack, Jan. 2—23.

John Kingston, vintner, Edinburgh, Dec. 30—Jan. 18.

John Lang, grocer, Dumbarton, Dec. 30—Jan. 20.

John M'Whinnie, merchant, Maybole, Dec. 30—Jan. 25.

James Anderson, flesher, Irvine, Jan. 2—30.

William Steel, horse dealer, Lanbronghton, Jan. 6—Feb. 3.

James Jonas, rope maker, Leith, Jan. 4—Feb. 1.

Allan Morison & Co. woollen manufacturers, Innernessan, Jan. 4—Feb. 23.

John Buchanan, cotton spinner, Paisley, Dec. 31—Jan. 28.

William Reid, grocer and merchant, Monkton, Jan. 6—Feb. 3.

William Donald, merchant, Newton Ayr, Jan. 4—Feb. 1.

William Watt, flesher, Glasgow, Jan. 14—Feb. 18.

William Mason, merchant, St. Andrew's, Jan. 23—Feb. 13.

James Taite, spirit dealer, Greenock, Jan. 19—Feb. 10.

M'Intosh & Muter, merchants, Glasgow, Jan. 20—Feb. 10.

BANKRUPTS IN IRELAND.

John Harcourt Berry, dealer, Dublin, Jan. 2, 3—Feb. 2.

William Allen, baker, Green Hills, co. Dublin, Jan. 7, 9—Feb. 7.

William Bacon, linen and calico merchant, Beresford street, Dublin, Jan. 11, 12—Feb. 11.

Vans Mullock, woollen draper, Castle street, Dublin, Jan. 18, 19—Feb. 18.

☞ *On account of the pressure of Matter for the present Number, the Bankrupts are unavoidably omitted till our next.*

PRICES OF EUROPEAN PRODUCE.

	At LEITH, 13th Jan.			At HULL, 13th Jan.		
ASHES.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	
Weed, per barrel	None.			None.		
Carthagena, per cwt.	None.			None.		
Dantzic Pearl,	None.			None.		
Russia Pearl,	None.			None.		
BRIMSTONE.						
Foreign rough, per ton,	24 0 0	a 25 0 0		24 0 0	a 0 0 0	
FLAX.						
Druaria, per ton,	145 0 0	a 150 0 0		140 0 0	a 0 0 0	
Thusenhausen,	145 0 0	a 150 0 0		140 0 0	a 0 0 0	
Petersburgh 12 head,	0 0 0	a 0 0 0		135 0 0	a 136 0 0	
——— 9 do.	None.			None.		
HEMP.						
Riga Rhine, per ton	120 0 0	a 128 0 0		127 0 0	a 0 0 0	
Petersburgh clean,	0 0 0	a 0 0 0		0 0 0	a 0 0 0	
IRON.						
British Bars, per ton	16 0 0	a 17 0 0		22 0 0	a 23 0 0	
——— Pigs,	0 0 0	a 0 0 0		8 0 0	a 10 0 0	
Swedish, per ton	24 0 0	a 26 0 0		25 0 0	a 0 0 0	
LEAD,	38 0 0	a 40 0 0		35 0 0	a 37 0 0	
MADDER.						
Dutch Crop, per cwt.	None.			7 10 0	a 8 0 0	
——— Ombro,	None.			4 10 0	a 7 0 0	
Roots Smyrna,	None.			None.		
French do.	None.			None.		
OIL.						
Whale, Greenland, per ton	35 0 0	a 40 0 0		35 0 0	a 38 0 0	

	At LEITH, 13th Jan.			At HULL, 13th Jan.		
PITCH	£. s. d.	£. s. d.		£. s. d.	£. s. d.	
Archangel, per cwt.	0 18 0	a 0 19 0		None.		
Swedish,	0 17 0	a 0 0 0		None.		
British,	1 0 0	a 0 0 0		1 0 0	a 0 0 0	
SPIRITS.						
Brandy, best, per gal.	1 4 6	a 1 5 0		1 5 0	a 0 6 0	
——— inferior,	1 2 6	a 1 3 0		1 2 6	a 1 3 6	
Geneva Hollands,	1 2 0	a 1 4 0		1 1 0	a 1 2 4	
British Spirits,	0 11 6	a 0 14 0		None.		
SHUMAC.						
Malaga, per cwt.	None.			None.		
Sicily,	None.			None.		
TALLOW.						
Russia Soap, per cwt.	5 0 0	a 5 10 0		5 4 0	a 0 0 0	
Candle, white,	None.			None.		
——— yellow,	5 5 0	a 5 15 0		5 5 0	a 5 10 0	
TAR.						
Archangel, per bar.	2 6 0	a 2 10 0		2 6 0	a 2 8 0	
TIMBER.						
Petersburgh redwood, p. h.	None.			28 0 0	a 30 0 0	
——— whitewood,	None.			28 0 0	a 30 0 0	
Dantzic Fir, per load	None.			None.		
Memel, Fir, per do.	None.			13 10 0	a 0 0 0	
WINE.						
Lisbon, per pipe	90 0 0	a 95 0 0		91 0 0	a 94 0 0	
Port,	100 0 0	a 105 0 0		96 0 0	a 102 0 0	
Madeira,	103 0 0	a 120 0 0		100 0 0	a 120 0 0	
Claret, per hhd.	75 0 0	a 95 0 0		None.		
Sherry, per butt	85 0 0	a 110 0 0		88 0 0	a 110 0 0	

RATES OF INSURANCE AT GLASGOW, *January* 10th, 1809.

	Guinea per cent	Return for convoy
Clyde to Jamaica	5	2½
Clyde to Leeward Islands	5	2½
Jamaica to Clyde	12	6
Leeward Islands to Clyde	8	4 a 2
Newfoundland to West Indies	6 a 8	
West Indies to Newfoundland	6 a 8	
America to West Indies	6 a 8	
Newfoundland to Boston	0	
Do. to New York	0	
Do. to Southern States	0	
Clyde to United States, American	5 a 6	
United States to Clyde, British	5	
Do. to do. American	5	

	Guinea per cent	Return for Convoy.
Mediterranean to Britain	8	2 & 2
Britain to Mediterranean	8	2 & 2
Britain to Gibraltar	5	2
Gibraltar to Britain	5	2
Clyde to Spain or Portugal	5	2
Clyde to Halifax (North Channel)		
Clyde to Honduras	10	5 a 4
Honduras to Britain or Ireland	14	6,3 a 2
Clyde to Newfoundland		
Do. to Canada		
Newfoundland to Clyde	4	
Clyde to Nassau	4 a 5	
Liverpool to Nassau	4 a 5	

	Guinea per cent	Return for convoy.
Nassau to Liverpool or Clyde	4 a 5	
Nassau to New Orleans		
New Orleans to Britain, by American		
Gottenburgh (o Amsterdam, (all risks)		
Clyde to Honduras (running ship)		
Leith to Gottenburg	0	
Halifax to Clyde	5	
Nova Scotia to do.	5	
Canada to do.	6	
Newfoundland to Spain or Portugal	5	
Clyde to West Indies (running ships)	5 a 6	
Leith to Heiligoland		

{ con. 3. dis. charg. out sts.

PRICES CURRENT OF WEST INDIAN AND AMERICAN PRODUCE.

Glasgow, 13th Jan. 1809.

PRODUCE, AT CLYDE.

ASHES.	£.	s.	d.		£.	s.	d.
America Pearl, per cwt.	3	16	0	a	3	18	0
——— Pot	4	6	0	a	4	7	0
BARK, Quercitron, per cwt.	1	2	0	a	1	15	0
COCHINEAL, Spanish, p. lb.	None.						
COCOA.							
Grenada, per cwt.	Nom.						
COFFEE.							
Ordinary, per cwt.	5	0	0	a	5	5	0
Middling, ...	5	10	0	a	6	0	0
Good, ...	6	5	0	a	6	10	0
Fine, ...	6	15	0	a	7	0	0
COTTON WOOL.							
Fine Sea Island, per lb.	0	4	0	a	0	4	6
Good Middling do.	0	3	6	a	0	3	9
Stained and Ordinary, ...	None.						
New Orleans, ...	0	2	10	a	0	0	0
Bowed, old	None.						
——— new	None.						
Pernambucco, ...	0	3	4	a	0	3	5
Maranham, ...	0	3	2	a	0	3	3
Demerara and Berbice, ...	0	3	0	a	0	3	3
Surinam, ...	0	3	2	a	0	3	4
Cumana, ...	0	2	8	a	0	2	10
Carriacon and Grenada, ...	0	2	8	a	0	2	10
West India, ...	0	2	8	a	0	2	10
DYERS WOOD.							
BRAZILETTO, per ton	None.						
LOGWOOD, Camp.	None.						
——— Honduras, ...	18	0	0	a	0	0	0
——— Jamaica, ...	15	0	0	a	16	0	0
FUSTIC, Jamaica, ...	23	0	0	a	24	0	0
——— Spanish, ...	25	0	0	a	27	0	0
NICARAGUA, large, ...	None.						
HIDES.							
West India, per lb.	0	0	5½	a	0	0	6
Buenos Ayres, ...	0	0	6	a	0	0	6½
INDIGO, Spanish, per lb. ..	0	7	0	a	0	11	0
LIME-JUICE, per gal.	0	4	0	a	0	4	6
MOLLASSES, per cwt.	2	7	0	a	2	8	0
OIL, Cod, per ton, ...	38	0	0	a	0	0	0
PITCH, American, per cwt.	None.						
PEPPER, Jamaica, per lb. ..	None.						
RICE, Carolina, per cwt.	None.						
RUM, Jamaica, per gal.	0	2	6	a	0	7	4
——— Leeward Island, ...	0	5	0	a	0	5	2
STAVES.							
American barrel, p. 1200, ..	None.						
——— hhd. red oak, ...	None.						
——— do. white do.	None.						
——— pipe, ...	None.						
Quebec pipe, standard, ...	None.						
——— hhd. do.	None.						
SUGAR.							
Brown, per cwt.	3	16	0	a	3	19	0
Middling, ...	4	0	0	a	4	4	0
Good, ...	4	4	0	a	4	7	0
Fine, ...	4	8	0	a	4	12	0
Very fine, ...	4	13	0	a	4	15	0
TAR, American, per barrel.	2	4	0	a	2	6	0
TURPENTINE, per cwt.	None.						
TOBACCO.							
Virginia fine, per lb.	0	2	6	a	0	0	0
——— Middling, ...	0	2	0	a	0	2	3
——— ordinary, ...	0	0	0		0	0	0
——— strip leaf, ...	0	0	0	a	0	0	0
WOOD.							
Mahogany, Jamaica, per ft.	0	1	4	a	0	2	2
——— Honduras, ...	0	1	3	a	0	2	2
——— Hispaniola, ...	0	1	4	a	0	2	6

PRICES OF GRAIN IN THE GLASGOW MARKET.

Tuesday, January 10th.

WHEAT.	s.		s.	
Dantzic, - - -	—	a	—	
Foreign Red, -	44	a	50	per boll of Linlithgowshire measure.
Scotch, (new) -	44	a	47	
Do. (old) - - -	—	a	—	
English, - - -	—	a	—	
American, - -	50	a	52	per boll of 240 lb.
Irish, - - - -	—	a	—	
OATS.				
Irish Mealing, -	29	a	30	per do. of 264 lb.
Do. Inferior, - -	25	a	27	per do. Renfrewshire measure.
Scotch Potatoe, -	26	a	28	
Do. Small, - -	24	a	24	
English Potatoe,	—	a	—	per do. Stirlingshire measure.
Do. Small, - -	—	a	—	
BARLEY.				
English, - - -	40	a	42	per do. Stirlingshire measure.
Scotch, - - -	30	a	34	
Irish, - - - -	—	a	—	per do. Renfrewshire measure.
BEANS.				
English, - - -	38	a	40	per do. Stirlingshire measure.
Scotch, - - -	35	a	33	
GREY PEAS.				
English, - - -	—	a	—	do. do. do.
Scotch, - - -	34	a	36	
OATMEAL.				
Scotch, - - -	27	a	29	per do. of 140lb.
Irish, - - - -	24	a	26	per do.
Fine Flour, - -	78	a	80	per sack of 280lb.

190 Bolls Wheat Linlithgowshire measure, is 100 quarters English. The Stirlingshire boll, Oats, is nearly 6½ and Renfrewshire do. 6½ Winchester bushels. All the grain that comes up the Clyde, which is not sold by weight, is sold by the Renfrewshire; that brought by the Forth and Clyde Canal, by the Stirlingshire; and Wheat by the Linlithgowshire boll. The pound is English.

Prices of IRISH Produce and Manufactures in the GLASGOW MARKET, Dec. 10.

Beef, (mess) 140s. 0d. to 160s. 0d. per tierce.		
Pork, - - 105s. — to 110s. — per barrel.		
Butter, Dublin,	110s. to 124s.	per cwt.
——— Belfast,		
——— Limerick,	110s. to 120s.	per cwt.
——— Sligo.		
Cow Hides, - -	32s. to 36s. 0d.	
Ox do. - - - -	40s. to 42s. 0d.	per cwt.
Calf Skins, - - -	50s. to 65s. 0d.	
Linen Yarn, Derry,	4s. 6d. to 5s. 0d.	per spindle.
——— Sligo,	4s. 3d. to 4s. 6d.	
——— Ballyshan.	4s. 6d. to 5s. 0d.	
——— Cavan,	4s. 6d. to 5s. 0d.	
——— Longford	4s. 6d. to 5s. 0d.	
——— Roscom.	4s. 4d. to 4s. 8d.	
——— Head Yarn,	2s. 3d. to 2s. 6d.	per lb.

LIVERPOOL CORN MARKET, *Jan.* 3.

	s.	d.		s.	d.
Wheat, Old English, 70lbs.	15	6	to	16	0
—— New do.	14	6		15	0
—— Dantzic	15	9		16	0
—— American	15	6		16	0
—— Quebec	13	9		14	0
—— Irish	12	6		14	0
Oats, Potatoe, per 45lbs.	4	10		5	0
—— Limerick	4	10		4	11½
—— Waterford	4	9		4	10
—— Wexford	4	4		4	6
—— Cork	4	6		4	8
Barley, English, per 60lbs.	6	9		7	0
—— Irish	5	9		6	3
—— Scotch	6	6		6	9
Malt, Fine, per 36qrts.	13	6		13	9
—— Inferior	11	0		12	6
Beans, New Tick, per qr.	72	0		73	0
Pease, New White	140	0		150	0
—— Grey	72	9		80	0
Flour, Fine, per 230lbs.	77	0		78	0
—— Second	74	0		75	0

Aggregate Average Prices by which Exportation and Bounty are to be regulated in Great Britain.

	s.	d.
Wheat, per qr.	91	0
Rye	60	1
Barley	44	0
Oats	32	3
Beans	63	8
Pease	68	6
Oatmeal p. boll,	47	9
Beer or Bigg	—	—

COTTON TWIST AND WEFT.

At Blackburn. Hank Twist.	s.	d.		s.	d.
—— No. 20	3	6	to	3	9
—— 30					
—— 36	3	10		4	1
Cop Weft	—	—		—	—
—— 18	0	0		0	0
—— 30	3	4		3	8
—— 40	3	8		3	11

At Preston. Hank Twist.	s.	d.		s.	d.
—— No. 30	3	6	to	3	9
—— 36	3	10		4	1
—— Cop 40	4	3		4	7
—— 50	4	9		5	1
Cop Weft 30	3	4		3	8
—— 40	3	8		3	11
—— 50	4	1		4	3
—— 60	4	4		4	7

SCOTCH LINENS.

Dundee, 9th Dec. 1806.	d.		d.
Sail Cloth. No. 1,	18½	to	19
Hemp Cotton Bag	13		20
Strelitz	13d 6-12ths	to	13 9-12ths
Lint, Osnaburgh	11d	to	11d 3-12ths
Tow, ditto	8d 6-12ths	to	9d
—— Strong 22 port	10d 4-12ths	to	10d 8-12ths
Do. do. 24	12d 3-12th	to	12d 6-12ths
Ger. Dowl. 27 inches	16d 6-12ths	to	16d 8-12ths
Common do. 27	14d	to	14d 6-12ths
Tow-Sheet. 24 pt	15d 3-12ths	to	15d 6-12ths
Do. do. 20.	13d 6-12ths	to	13d 9-12ths

Arbroath, 7th Dec.	d.
Tow 3-4ths widths	— — —
Do 4-4ths Sheets.	14d 9-12ths to 15d 10-12ths
9-8ths ditto	15d 10-12ths
Lint Osnaburghs	12d 9-12ths
Lint 3-4th widths	14d to 14d 3-12ths
4-4ths ditto	— — — 19d
30 porter 9-8ths do	19d 6-12ths to 19d 9-12
32 ditto	21d 6-12ths to 21d 9-12ths
Shirtings	— — —
German Dowlass	16d 6-12ths to 16d 9-12ths

FLAX.

St. Petersburgh, 12 head	—	to	—
Ditto 9 do.	—		—
Riga Thusenhausen	—		145
Drujana Cut	—		—
Libau	—		126
Oberland	—		—

HEMP.

St. Petersburgh, clean	£ —	to	125
Ditto, half clean	—		—
Riga Rhine	—		125
Drujana Pass	—		—
Common Pass	—		—
Codillia	—		—

POTATOES, *per Ton, at Spitalfields, Nov.* 11.

Ware, 4*l.* 8*l.*—Ornobles, 4*l.*—Middles, 2*l.* 10*s.* to 3*l.*—Chats, 2*l.* to 2*l.* 10*s.*—Kidneys, 6*l.* to 6*l.* 10*s.*

LIVERPOOL PRICE CURRENT.

	s.	*d.*	*s.*	*d.*
Wheat, English, per 70lbs.	15	6 to	16	0
——American	16	0	16	6
——Irish	14	6	14	3
Oats, English, 45lbs.	4	4	4	9
Irish Potatoes	5	0	5	3
——Common	4	0	4	9
Irish Barley, 60lbs.	5	9	6	3
English Oats 240lbs.	0	0	0	0
Grey Pease, qr.	——		——	
Beans	0	0	0	0
Flour, English, 280lbs	73	0	78	0
——American, per Barl	49	0	50	0
Rapeseed, per Last	£50	0	£ 0	0

Sugar, per cwt. viz.	*s.*	*d.*	*s.*	*d.*
Fine	87	0	92	0
Good	84	0	86	6
Middling	79	0	81	0
Ordinary	68	0	79	0

Cotton, per lb.	*s.*	*d.*	*s.*	*d.*
Maranham	36		37	
Barbadoes	34		35	
Pernambuco	——		39	
Georgia	36		57	
——bowed	29		30	

	s.	*s.*
Tallow, per cwt. } uncertain	——	——
Soap }	——	——

Rum, per gallon.	*s.*	*d.*	*s.*	*d.*
Jamaica, new, overproof	0	0 to	0	0
——12 to 15 ov.	6	9	0	0
——Strong	7	0	0	0
——Escapes	5	0	5	8
Lew. Island, common	5	4	5	6
——overproof	0	0	0	0

Indigo, per lb.				
Spanish	5	0	11	0
Carolina	2	6	4	6
New Orleans	3	6	6	0
Hides, per lb.				
Buenos Ayres	0	5½	0	6½
West India	0	3½	0	4½
Butter, per cwt.				
Belfast	116	0	118	0
Newry	116	0	113	0
Cork	116	0	120	0
Sligo	114	0	——	
Dublin	114	0	0	0
Grease, clean	——		——	
—— dirty	——		——	
Lard, 120lbs.	0	0	0	0

Belfast Bacon, per cwt.				
Long Midds.	——		——	
Square ditto	60	0	62	0
Green Hams	62	0	0	0
Mess Beef, per trs.	130	0	0	0
Ditto, per bl.	86	0	0	0
Pork ditto	105	0	0	0

The average Prices of Navigable Canal, Dock Stock, Fire Office Shares, &c. in Jan. 1809, at the Office of Mr. Scott, 28, New Bridge-Street, Blackfriars, London.

Grand Junction, 128*l.* to 130*l.* ex Dividend of 2*l.* per Share nett last half year.—Neath Canal in Glamorganshire, 230*l.* to 334*l.* div. 15 per Share, per Ann.—Monmouthshire, 107*l.* 10*s.* dividing 5*l.* per Share, per Annum nett.—Wilts and Berks, 28*l.* per Share.—Kennet and Avon, 4*l.* premium on 20 Shares.—Ashby de la Zouch, 21*l.*—West India Dock Stock 168*l.* per Cent. ex dividend of 5*l.* per Cent. nett for the last half year.—East India Dock 125*l.* 10*s.* per Cent.—London Dock Stock, 117*l.* per Cent. ex dividend 2¼ per Cent.—Commercial Road, 114*l.* 10*s.* per Cent. ex 2*l.* 10*s.* nett for the half year.—Globe Insurance, 111*l.* to 111½*l.* ex dividend of 3*l.* per Share, nett for half a year.

The average Price of Raw Sugar, 52*s.* 3¼*d.* per cwt. exclusive of Duty.

Tuesday, January 3.

AMSTERDAM	2 *Usance*	33	6
Ditto at sight		32	11
Rotterdam	2 *Usance*	10	7
Hamburgh	2½ *Usance*	31	3
Altona	2½ *Usance*	31	4
Paris, 1 day's date		22	4
Ditto	2 *Usance*	22	8
Bourdeaux		22	8
Madrid	*In paper*		—
Ditto	*Effective*	44½	
Cadiz	*In paper*		—
Ditto	*Effective*	42	
Bilboa		41	
Palermo	*Per oz.*	92d	
Leghorn		57	
Genoa		50	
Venice	*Ineffective*	52	
Naples		42	
Lisbon		69	
Oporto		69½	
Dublin	*Per Cent.*	10	
Cork	*Ditto*	10½	

Agio of Bank of Holland, 5½ *per Cent.*

Friday, January 6.

AMSTERDAM	2 *Usance*	33	6
Ditto at sight		32	11
Rotterdam		10	7
Hamburgh		31	3
Altona		31	4
Paris, 1 day's date		22	4
Ditto	2 *Usance*	22	8
Bourdeaux		22	8
Madrid	*In paper*		—
Ditto	*Effective*	44½	
Cadiz	*In paper*		—
Ditto	*Effective*	42	
Bilboa		41	
Palermo	*Per oz.*	92d	
Leghorn		57	
Genoa		50	
Venice	*Effective*	52	
Naples		42	
Lisbon		69	
Oporto		69½	
Dublin		10	
Cork		10½	

Agio of Bank of Holland, 5½ *per Cent.*

Tuesday, January 17.

AMSTERDAM	2 *Usance*	33	6
Ditto at sight		32	11
Rotterdam		10	7
Hamburgh		31	3
Altona		31	4
Paris, 1 day's date		22	4
Ditto	2 *Usance*	22	8
Bourdeaux		22	8
Madrid	*In paper*		—
Ditto	*Effective*	44	
Cadiz	*In paper*		—
Ditto	*Effective*		—
Bilboa		41	
Palermo	*Ineff.*	33½	
Leghorn		57	
Genoa		50	
Venice	*Effective*	52	
Naples		42	
Lisbon		67	
Oporto		66	
Dublin		9	
Cork		10	

Agio of Bank of Holland, 5½ *per Cent.*

Friday, January 20.

AMSTERDAM	2 *Usance*	33	6
Ditto at sight		32	11
Rotterdam		10	7
Hamburgh		31	3
Altona		31	4
Paris, 1 day's date		21	4
Ditto	2 *Usance*	22	8
Bourdeaux		22	8
Madrid	*In paper*		—
Ditto	*Effective*	44	
Cadiz	*In paper*		—
Ditto	*Effective*		—
Bilboa		41	
Palermo	*Ineff.*	39	
Leghorn		57	
Genoa		50	
Venice	*Effective*	52	
Naples		42	
Lisbon		67	
Oporto		66	
Dublin		9	
Cork		10	

Agio of Bank of Holland, 5½ *per Cent.*

Lloyd's Coffee-House, 20th January 1800.

From London to	
Portsmouth, Spithead, Poole, or the Isle of Wight	1¼ g.
Weymouth, Exeter, Dartmouth, or Plymouth	1½ g.
Alderney, Guernsey, or Jersey	2 gs.
Bristol, Wales, Chester, Liverpool, Whitehaven, and Places adjacent	½ gs.
Kinsale, Cork, Waterford, Dublin, Newry, or Belfast	2½ gs.
Limerick or Galway	3 gs.
Londonderry or Glasgow	3 gs.
Yarmouth or Lynn	1¼ g.
Hull or Gainsborough	1½ g.
Newcastle, Whitby, or Sunderland	1¼ g.
Leith, Perth, Dundee, Montrose, or Aberdeen	Do.
Inverness, Shetland, or the Orkney Islands	1½ g.
Dunkirk, Ostend, Flushing, or Middleburg	———
Rotterdam, Amsterdam	———
Embden, free of capture	———
Tonningen Neutrals	———
Gottenburgh	3 gs. ret. 1l. 10s.
Stockholm and Places adjacent	———
Riga, Revel, Narva, or Petersburgh	———
Stockholm	———
Calais, Boulogne, Dieppe, or Havre-de-Grace	———
L'Orient, Rochelle, Bourdeaux, or Bayonne	———
St. Sebastian, or Bilboa	6 gs.
Oporto	6 gs. ret. 3l.
Lisbon	Do.
Rio de Janiero	8 gs. ret. 4l.
Mediterranean, viz.	
Malaga and Places adjacent	10 gs. ret. 5l.
Leghorn or Naples	
Ancona, Venice, Trieste, &c.	
Neutrals	———
Salonica, Gallipoli, Smyrna, or Constantinople	20 gs. ret. 10l.
Madeira	5 gs. ret. 2l. 10s.
Jamaica	8 gs. ret. 4l.
Leeward Islands, viz. Grenada, Tobago, Barbadoes, &c.	8 gs. ret. 4l.
Surinam, Demerara, or Berbice	8 gs. ret. 4l.
Musquito Shores, Honduras, and Places adjacent	10 gs.

From London to	
Florida, Georgia, or Bahama Islands, American Ships	———
British	8 gs.
The American States, their Ships	6 gs.
Ditto British	10 gs. ret. 5.
Bermuda Islands	8 gs. ret 4l.
Newfoundland and C. of Labradore	8 gs. ret. 4l.
Bay of Fundy, Quebec, or Montreal	8 gs. ret. 4l.
Greenland out and home	———
Cape of Good Hope or St. Helena, Company's Ships	4 gs.
Others	10 gs. ret. 5l.
Southern Fishery, out and home	20 gs.
Bengal, Madras, or China, Company's Ships	6l.
Ditto out and home	12l.
Others	10 gs.
Africa and back to the West Indies or America	———
Liverpool, Bristol, &c. to	
Cork, Waterford, Dublin, Newry, Belfast, Londonderry, or Glasgow	½ g.
Limerick or Galway	2½ gs.
Rotterdam and Amsterdam	———
Elsineur	———
Bremen, Hamburgh, and Embden	———
Baltic, viz.	
Liban, Riga, &c.	———
Stockholm, Revil, Narva, and Petersburgh	———
Archangel home	8 gs.
Oporto or Lisbon	12 gs. ret. 6l.
Gibraltar	8 gs. ret. 4l.
Madeira	6 gs. ret. 3l.
Jamaica	8 gs. ret. 4l.
Leeward Islands	Do.
Ditto with Convoy	Do.
American States	Do.
Africa, thence to the West Indies or America	———
Greenland, out and home	———
Dublin, Cork, &c. to	
London	4 gs. ret 2l.
The Baltic	———
Lisbon and Oporto	8 gs. ret. 4l.
American States, American Ships	3 gs.
Ditto British	10 gs.
Greenland out and home	———
West Indies	8 gs. ret. 4l.
Jamaica	Do.
Limerick to London	3 gs.

Exeter, Plymouth, &c. to	
Ostend, Rotterdam, or Amsterdam	———
Bremen, Hamburgh, &c.	———
Newfoundland	4 gs.
Baltic to	
Yarmouth, Lynn, Hull, or Gainsborough	———
Newcastle, Whitby, Leith, Montrose, Aberdeen, &c.	———
Portsmouth, Exeter, or Plymouth	———
Bristol, Liverpool, or Lancaster	———
Cork, Waterford, Dublin, &c.	———
Jamaica to	
The American States	10 gs.
Quebec or Montreal	12 gs.
Newfoundland or Labradore	12 gs.
Plymouth, Portsmouth, or London	10 gs. ret. 5l
Cork, Waterford, Dublin, &c.	Do.
Bristol, Chester, Liverpool, &c.	Do.
Leeward Islands to	
Quebec, Montreal, Newfoundland, or Labradore	Do.
American States	12 gs.
Plymouth, Portsmouth, or London	8 gs. ret. 4l.
Cork, Waterford, Dublin, &c.	Do.
Bristol, Chester, Liverpool, &c.	Do.
Newfoundland to	
American States	5 gs.
Jamaica and the Leeward Islands	25 gs.
Lisbon or Oporto	10 gs. ret. 5.
Plymouth, Dartmouth, or Exeter	8 gs. ret. 4l.
Bristol, Liverpool, &c.	Do.
Dublin, Cork, Waterford, &c.	Do.
Portsmouth	Do.
London	Do.
Yarmouth, Lynn, or Hull	Do.
Newcastle, Whitby, or Sunderland	Do.
Leith, Perth, Montrose, or Aberdeen, North about	8 gs. ret.
Quebec to	
Ireland	12 gs.
Great Britain	Do.
American States to	
Cape of Good Hope and St. Helena	2½ gs.
Canton, Madras, or Bengal	4 gs.
Ditto out and home	8 gs.
Denmark or Sweden to	
The Cape of Good Hope	———
Helena	4 gs.
Bengal and China	5 gs.
Ditto out and home	7 gs.

LONDON PRICE CURRENT.

B. signifies Barrel; Bl. Bushel; Ch. Chest; C. 112lb.; D. Dozen; G. Gallon; H. 100, and of Deals 120; J. Jar of Oil of 24 Gallons; and a ½ Chest of Oil 30 Flasks, or 4 Gallons; Lt. Last, or 12 Barrels of Pitch, containing 31½ Gallons each; Q. Quarter, of 8 Bushels; T. Ton, or 20cwt; Tu. Tun of 252 Gallons.—Note, Wine is sold by Gauge, viz. Port per Pipe of 138 Gallons; Bucellas and Lisbon per Pipe of 140 Gallons; Sherry per Butt of 150 Gallons; Madeira per Pipe of 110 Gallons; Mountain per Butt of 126 Gallons; Vidonia per Pipe of 120 Gallons; Rhenish per Aum of 36 Gallons; and Claret per Hogshead of 57 or 58 Gallons; (all Increase and Decrease is adjusted.) All Kinds of Fish Oil is sold per Tun of 252 Gallons; Olive, Linseed, and Rape Oil, per Tun of 236 Gallons.

		FROM			TO			
		£	s.	d.	£	s.	d.	per
ALUM English		22	0	0	0	0	0	T.
—— Roach		1	18	0	0	0	0	C.
Almonds Barbary Bitter		4	5	0	0	0	0	—
—— Sweet		4	10	0	0	0	0	—
—— Jordan		11	0	0	0	0	0	—
—— Valentia		6	0	0	6	10	0	—
Anchovies lar. b. of 40lb.		4	4	0	0	0	0	—
—— sm. b. of 12lb.		2	0	0	0	0	0	—
Annatto Flag		0	2	0	0	0	0	lb.
—— Spanish		0	4	0	0	0	0	—
Argol Bolo. & Rhe. white		5	5	0	5	10	0	C.
—— Florence White		0	0	0	4	16	0	—
—— Red		4	4	0	4	17	6	—
—— Naples White		3	10	0	3	15	0	—
—— Red		3	0	0	3	8	0	—
Ashes Amer. Pearl, best		4	0	0	0	0	0	—
—— Inferior		3	10	0	3	12	0	—
—— Pot best		4	0	0	0	0	0	—
—— Inferior		3	16	0	0	0	0	—
—— Barilla Teneriffe		3	0	0	0	0	0	—
—— Spanish		4	0	0	0	0	0	—
—— Sicily		2	10	0	2	15	0	—
—— Dantzic Pearl		uncertain			0	0	0	—
—— Russia Pearl		3	16	0	0	0	0	—
BERRIES Juniper Ger.		4	10	6	5	0	0	—
—— Italian		4	0	0	4	10	0	—
—— Yellow Turkey		4	0	0	6	0	0	C.
—— French		0	0	0	0	0	0	—
Brandy Best		1	2	0	1	3	0	G.
—— Inferior		0	19	6	1	0	0	—
Brimstone Foreign Ro.		21	10	0	25	0	0	T.
Bristles Hog Russia und.		25	0	0	26	0	0	C.
—— Archangel do.		25	0	0	0	0	0	—
—— Koningsberg do.		0	0	0	25	0	0	—
CAPERS French		13	0	0	16	10	0	—
—— Spanish		7	10	0	10	10	0	—
Cochineal Spa. Garbled		1	3	6	1	10	6	lb.
—— East India		0	4	6	0	5	6	—
Cocoa West India		4	0	0	4	10	0	C.
—Carracca for Export.		3	16	0	6	10	0	—

			FROM			TO			
			£	s.	d.	£	s.	d.	per
Coffee W. I. very ord.			4	0	0	4	10	0	C.
—— ord.			4	5	0	5	0	0	—
—— mid.			4	10	0	5	5	0	—
—— good			5	0	0	5	10	0	—
—— fine			6	0	0	0	0	0	—
—— Mocha or East Ind.			19	0	0	20	0	0	—
—— Java			5	0	0	6	0	0	—
Copper unmanufac.			10	0	0	0	0	0	—
—— manufactured			10	16	0	0	0	0	lb.
—— Japan			0	0	0	0	0	0	C.
Copperas Green			0	7	0	0		0	—
Cotton Wool	Brazil	Pernambuc.	0	2	9	0	2	11½	lb.
		Bahia	0	2	6	0	2	8	—
		Maranham	0	2	6	0	2	8	—
		Para	0	2	4	0	2	6	—
	Dutch*	Surinam	0	2	8½	0	2	10	—
		Demerara	0	2	9	0	2	10	—
		Berbice	0	2	6	0	2	9	—
	West Indies.	Carriacou	0	2	6	0	2	9	—
		Grenada	0	2	6	0	2	9	—
		Barbadoes	0	2	6	0	2	8	—
		Domingo	0	2	3	0	2	4½	—
		Martinico	0	2	3	0	2	4	—
		Jamaica	0	2	2	0	2	5	—
		Bahama	0	0	0	uncertain			—
No Tret allowed.	E. I.	Bourbon	0	3	4	0	4	0	—
duty not pd.		Surat	0	1	7	0	1	11½	—
	Span. Amer.	Geo Sea Isl.				uncertain			—
		Do. Bow'd							—
		Orleans							—
		Cumana							—
		Giron				none			—
	Turkey	Carthagena	0	2	3	0	2	5	—
		Smyrna	0	1	11	0	2	0	—
		Salonica	0	1	11	0	2	0	—
		Macedonia	0	0	0	0	0	0	—
DYER'S Wood Bar W.			26	0	0	29	0	0	—
—— Brazil			85	0	0	0	0	0	—
—— Brazilet			10	0	0	12	0	0	—
—— Cam Wood			40	0	0	0	0	0	—

	FROM £	s.	d.	TO £	s.	d.	per
——— ——Fustic Cuba	22	0	0	0	0	0	T.
——————Jamaica .	18	0	0	20	0	0	—
——————Porto Rico .	18	0	0	20	0	0	—
——————Tobago .	20	0	0	0	0	0	—
———Zant or young	18	0	0	0	0	0	—
———Logwood Camp	18	0	0	20	0	0	—
——————Hond. chipt n	16	0	0	17	0	0	—
——————— unchipt	0	0	0	0	0	0	—
———Jamaica chipt	14	0	0	16	0	0	—
——————— unchipt	uncertain			0	0	0	—
———Nicaragia, large	33	0	0	43	0	0	—
——————— midd.	18	0	0	0	0	0	—
——————— small	10	10	0	14	10	0	—
———Sanders Red . .	35	0	0	39	0	0	—
DRUGS.							
ALOES Barbadoes .	25	0	0	28	0	0	C.
——— Cape .	7	10	0	0	0	0	—
——— Succotrina .	16	0	0	20	0	0	—
———Epatica or E. I.	7	10	0	14	10	0	—
Angelica Root .	14	0	0	16	0	0	—
Antimony Crude .	10	0	0	11	0	0	—
Aqua Fortis .	S.	0	7	D.	1	0	lb.
Arsenic Red .	4	0	0	0	0	0	C.
——— White .	4	10	0	4	13	0	—
Balsam Capivi .	0	3	4	0	3	6	lb.
——— Peru .	0	8	0	0	9	6	—
——— Tolu .	0	4	3	0	4	6	—
Bark Jesuits Com. .	0	3	9	0	5	0	—
——————Second . .	0	6	3	0	7	6	—
——————Quil or best	0	8	9	0	9	6	—
——————Red .	1	13	0	1	14	0	—
——————Yellow .	0	5	0	0	8	0	—
Borax refined E. I.	3	10	0	3	12	6	C.
——————English .	0	2	3	0	0	0	lb.
——— unrefined or Tinc.	5	10	0	5	15	0	C.
Camphire Refined .	0	7	4	0	7	6	lb.
——— Unrefined .	28	0	0	31	0	0	C.
Cantharides . .	0	19	6	0	0	0	lb.
Cardemoms (best) .	0	7	0	0	10	0	—
Cassia Buds . .	0	0	0	11	10	0	C.
———Fistula W. I.	3	5	0	3	15	0	—
———Lignea .	6	10	0	16	0	0	—
Castorum American .	0	18	0	1	4	0	lb.
———Russia .	0	0	0	0	0	0	—
Castor Oil p. bot. 1½lb.	0	5	6	0	0	0	bo
Coculus Indicus . .	2	10	0	0	0	0	C.
Colocynth Turkey .	0	3	0	0	3	3	lb.
Columbo Root . .	3	14	0	4	0	0	C.
Cream of Tartar .	8	0	0	8	10	0	—
Essence of Burgamot .	0	9	9	0	0	0	lb.
——— Lavender . .	0	7	6	0	8	0	—
——— Lemon . .	0	10	0	0	0	0	—
——— Origanum .	0	6	0	0	7	6	—
——— Rosemary .	0	4	6	0	5	0	—
Gallangal East India .	2	15	0	3	0	0	C.
Gentian Root . .	3	0	0	0	0	0	—
Ginseng . . .	0	2	0	0	2	6	lb.
Grains of Guinea .	3	15	0	0	0	0	C.
Gum Ammo. Drop .	16	0	0	18	0	0	—
——————Lump .	4	0	0	10	0	0	—
——— Animi . .	2	10	0	4	10	0	—

	FROM £	s.	d.	TO £	s.	d.	per
Gum Arabic E. I. .	2	10	0	4	10	0	C.
——— Turkey fine .	9	10	0	11	11	0	—
——— Barbary .	3	0	0	0	0	0	—
——— Assafœtida .	5	0	0	12	0	0	—
——— Benjamin .	8	15	0	30	0	0	—
——— Cambogium .	20	0	0	26	0	0	—
——— Copal scraped	0	2	6	0	3	6	—
——— Galbanom .	8	10	0	9	0	0	—
——— Guaiacum .	0	3	6	0	5	0	—
——— Mastic .	0	6	2	0	6	6	—
——— Myrrh .	25	0	0	28	0	0	—
——— Olibanum .	6	0	0	9	10	0	—
——— Oppoponax	85	0	0	0	0	0	—
——— Sandrac .	8	10	0	9	10	0	—
——— Seneca Garbled .	5	0	0	5	10	0	—
——— Tragacanth .	21	0	0	24	0	0	—
Jalap . .	0	3	3	0	3	8	—
Ipecacuanha .	0	10	6	0	11	0	—
Isinglass Book .	0	0	0	0	0	0	—
——————Leaf .	0	0	0	0	0	0	—
——————Long Staple	1	2	0	0	0	0	—
——————Short Staple	1	2	0	0	0	0	—
Manna Flakey .	0	5	3	0	6	0	C.
——————Sicily in sorts .	0	1	6	0	1	8	—
——————Tolpha .	0	2	6	0	3	0	—
Musk China .	1	4	0	1	5	0	—
Nux Vomica .	2	0	0	2	10	0	—
Oil of Vitriol .	0	0	4	0	0	0	—
Opium East India .	1	16	0	0	0	0	—
——————Turkey .	2	0	0	0	0	0	—
Pink Root .	0	1	0	0	1	2	—
Quicksilver . .	0	4	3	0	0	0	—
Rhuburb East India .	0	2	0	0	5	6	—
——————Russia .	0	18	0	1	2	0	lb.
Saffron . . .	2	10	0	2	14	0	C.
Sago	1	18	0	2	6	0	lb.
Sal. Amoniac . .	9	15	0	0	0	0	C.
Salop . . .	15	15	0	0	0	0	lb.
Sarsaparilla . .	0	1	10	0	3	3	lb.
Sassafras . . .	3	0	0	0	0	0	C.
Scammony Alleppo .	1	15	0	0	0	0	lb.
——————Smyrna .	0	0	0	0	0	0	—
Senna	0	0	0	0	0	0	—
Seeds Anni Alicant .	6	0	0	0	0	0	C.
——— Coriander English	1	3	0	0	0	0	—
——— Cummin . .	3	0	0	3	4	0	C.
——— Fenugreek . .	3	5	0	3	8	0	lb.
Shellack . . .	3	10	0	7	10	0	C.
Sticklack . . .	4	10	0	7	0	0	lb.
Snake Root . .	0	3	3	0	3	6	lb.
Soap Castile or Spanish	7	10	0	8	8	0	C.
Spermaceti refined . .	0	2	4	0	0	0	lb.
Tamarinds West India	5	0	0	5	10	0	C.
Tapioca Lisbon . .	0	0	6	0	1	0	lb.
Turmeric Bengal . .	4	0	0	4	4	0	C.
——————China . .	4	10	0	5	0	0	—
——————West India .	3	10	0	3	15	0	—
Verdigris Wet . .	0	0	0	0	0	0	lb.
——————Dry . .	0	6	9	0	7	0	—
——————Crystalized .	0	8	0	0	0	0	—
Vitriol Roman . .	0	0	6	0	0	0	—

	FROM £	s.	d	TO £	s.	d.	per
EBONY Black Rose	28	0	0	35	0	0	T.
—— Green . .	12	10	0	13	10	0	—
Eleph T. 70 to 90lb each	30	0	0	34	0	0	C.
——Twos. . .	27	0	0	29	0	0	—
——Threes . .	26	0	0	27	0	0	—
——Fours . .	24	0	0	25	0	0	—
——Fives & Sixes	20	0	0	22	0	0	—
——Scrivelloes .	14	0	0	20	0	0	—
FEATHERS Dantz. W.	0	3	2	0	3	3	lb.
——— Grey	0	2	6	0	2	7	—
—— Hambro' White	0	2	6	0	2	8	—
——— Grey	0	1	9	0	1	11	—
—— Russia White	0	2	6	0	2	9	—
——— Grey	0	1	10	0	2	0	—
—— Down . .	0	3	9	0	4	0	—
Flax Riga . . .	142	0	0	145	0	0	T.
—Narva 12 head	none			0	0	0	—
———9 head	0	0	0	0	0	0	—
———6 head	0	0	0	0	0	0	—
—Petersburg 12 head	140	0	0	142	0	0	—
———9 head	0	0	0	0	0	0	—
—Codilla . .	0	0	0	0	0	0	—
GALLS Aleppo blue .	6	15	0	7	0	0	C.
———mixt	5	10	0	5	12	6	—
Geneva Holland . .	1	1	0	1	3	0	—
Glue For. dry thick lea.	3	5	0	3	6	0	—
———thin . .	3	0	0	0	0	0	—
HEMP Riga Rhine .	126	0	0	127	0	0	T.
———Out shot .	uncertain			0	0	0	—
———Pass . .	none			0	0	0	—
—Codilia . .	105	0	0	110	0	0	—
—Petersburg Clean	125	0	0	127	0	0	—
—Out shot . .	none			0	0	0	—
—Half Clean . .	none			0	0	0	—
—Codilla . .	105	0	0	110	0	0	—
—Italian . .	0	0	0	0	0	0	—
Hides Raw West India	0	0	4	0	0	5	lb.
——Buenos Ayres	0	0	6	0	0	6½	—
——Brazil . .	0	0	4½	0	0	5	—
——Horse British	0	16	0	0	0	0	Hi
INDIGO.							
Spanish: Guatimala Flora	0	10	0	0	11	9	lb.
——— Sobres	0	9	0	0	10	6	—
——— Cortes	0	5	0	0	8	6	—
Carracca Flora .	0	9	9	0	10	6	—
——— Sobres	0	8	9	0	10	0	—
——— Cortes	0	6	0	0	8	0	—
Brazil . . .	0	3	0	0	4	6	—
New Orleans purp.	none			0	0	0	—
——copper & purp	none			0	0	0	—
East India: Blue . .	0	10	0	0	10	0	—
Purple . .	0	8	6	0	10	6	—
Copper and violet	0	6	3	0	8	0	—
Copper . .	0	3	3	0	8	0	—
Bourbon . .	none			0	0	0	—
IRON British in bars	16	0	0	17	0	0	T.
——— in pigs	7	10	0	9	0	0	—
——Old Sable . .	24	0	0	0	0	0	—
——New Sable .	22	0	0	23	0	0	—
——Gurioffs . .	24	10	0	26	0	0	—
——Archangel .	25	0	0	26	0	0	—
——Swedish . .	24	0	0	0	0	0	—

	FROM £	s.	d.	TO £	s.	d.	per
LEMONS repa. .	5	0	0	0	0	0	ch
Liquorice Italian	10	0	0	10	10	0	C.
——— Spanish	9	15	0	10	15	0	—
Lead Pigs .	13	0	0	0	0	0	T.
——Mill'd or Sheet	45	0	0	0	0	0	T.
——Bars .	44	0	0	0	0	0	—
——Shot No. 1 to 5	46	0	0	0	0	0	—
——— 6 to 9	44	0	0	0	0	0	—
——Litharge .	46	0	0	0	0	0	—
——Red .	41	0	0	0	0	0	—
——White .	54	0	0	0	0	0	—
——Ore .	33	0	0	0	0	0	—
MADDERS Dutch Cro.	7	0	0	0	0	0	—
———Ombro	4	15	0	7	0	0	—
———Gamene	0	32	0	0	00	0	—
———Mulls	0	7	6	0	29	0	—
——— Roots .	0	95	0	0	110	0	—
Mats Archangel .	12	0	0	13	0	0	H.
OIL Lucca or Sallad	30	0	0	32	0	0	Jr.
———¼ chest	4	0	0	4	5	0	T.
——Olive Barbary	74	0	0	90	0	0	—
———Gallipoli .	80	0	0	83	0	0	—
———Genoa .	160	0	0	165	0	0	C.
——Palm .	3	18	0	0	0	0	—
——Turpentine Eng.	22	0	0	23	0	0	—
———Foreign	18	10	0	20	0	0	—
——Rape English	55	0	0	57	0	0	T.
———Refined .	59	0	0	60	0	0	—
——Linseed English	86	0	0	0	0	0	—
——Cod Newfound.	38	0	0	40	0	0	—
——Sperm. .	105	0	0	112	0	0	—
———Head Matter	115	0	0	0	0	0	—
——Whale Greenland	38	0	0	0	0	0	—
——Brazil or S. Fish	0	0	0	40	0	0	—
——Pilchard .	0	0	0	0	0	0	—
——Seal Brown .	38	0	0	0	0	0	—
———White .	37	0	0	0	0	0	—
Oranges Lisb. repa. best	4	10	0	5	0	0	ch
———St. Michael's	2	10	0	3	0	0	bx
Orchil. Weed Canary B.	none			0	0	0	T.
———Inferior	230	0	0	0	0	0	—
——Cape de Verd .	130	0	0	0	0	0	—
PITCH American . .	0	17	0	0	18	0	C.
——Archangel .	0	17	0	0	11	0	—
——Sweden . .	0	20	0	0	21	0	—
——British . .	0	16	0	0	17	0	—
PROVISIONS. Butter: Carlow 1st	6	3	0	0	0	0	—
Cork 1st	6	0	0	0	0	0	—
Waterford 1st	5	18	0	0	0	0	—
Holland . .	6	0	0	6	8	0	—
Friesland .	5	18	0	0	0	0	—
Embden . .	5	10	0	5	16	0	—
York Best .	3	0	0	3	6	0	Fi
Cumberland	3	0	0	3	3	0	—
Irish: Bacon new	3	10	0	3	11	0	C.
Beef India	8	15	0	9	0	0	Ti
Beef me. new	7	5	0	7	10	0	—
Ditto . .	0	0	0	0	0	0	Bl
Pork India .	8	10	0	8	15	0	Ti
——new mess	5	5	0	5	10	0	Bl
Hams York . .	5	10	0	5	15	0	C.
——— Cumberland	5	16	0	6	10	0	—
——— Westphalia	5	0	0	5	10	0	—

		FROM £	s.	d.	TO £	s.	d.	per C.
RAISINS, &c. Wholesale Dealers Prices:	Currants	4	10	0	4	15	0	
	Figs Faro	2	10	0	3	5	0	
	——Turkey	5	0	0	0	0	0	
	Plums French	3	5	0	6	5	0	
	Prunes new	1	16	0	3	0	0	
	Muscatels	7	0	0	9	9	0	
	Bloom or Jar	4	10	0	7	0	0	
	Sun or Solis new	5	10	0	7	0	0	
	Belvedere	0	0	0	0	0	0	
	Denia or Malaga	2	10	0	2	12	0	
	Sultana	none			0	0	0	
	Lipari new	0	0	0	0	0	0	
	Smyrna Black	0	0	0	0	0	0	
	——Red new	0	0	0	0	0	0	
Rags Hambro' SPF		3	10	0	0	0	0	C.
——FF		3	0	0	3	1	0	
——FX		2	0	0	2	4	0	
——Italian fine		3	10	0	0	0	0	
——Seconds		3	0	0	3	5	0	
Rice Carolina (new)		2	18	0	3	4	0	
——bonded		1	8	0	1	14	0	
——East India		2	6	0	3	0	0	
Rosin English Black		0	25	0	0	26	0	
——Yellow		0	28	0	0	30	0	
Rum Jamaica		0	5	6	0	6	8	G.
——Leeward Island		0	4	6	0	5	6	
SACCARUM Saturni		0	1	0	0	1	2	lb.
Safflower		4	10	0	7	0	0	C.
Saltpetre Ea. In. Rough		3	15	0	3	16	0	
——British Refined		4	2	0	4	3	0	
Smalts FFE		0	2	0	0	5	2	lb.
——FE		0	3	7	0	0	0	
——OC		0	2	7	0	0	0	
——MFB.		0	2	6	0	0	0	
Shumack Faro		1	4	0	1	6	0	C.
——Malaga		1	5	0	1	8	0	
——Oporto		none			0	0	0	
——Sicily		1	5	6	1	7	6	
——American		none			0	0	0	
Skins undressed	Goat Turkey	1	5	0	2	15	0	D.
	—Mogadore	1	15	0	2	10	0	
	Lamb Italian	6	15	0	7	10	0	
	—— Spanish	6	0	0	6	10	0	
	Kid Italian	6	0	0	7	10	0	
	—— Spanish	6	0	0	9	0	0	
	Seal Greenl.	0	2	11	0	0	0	sk.
	—So. Fishery	0	6	0	0	10	0	
	Calf British	0	10	0	0	12	6	
	—For. salted	0	0	6	0	0	11½	lb.
Silk Raw 16 oz. to a lb.	Bengal Skein	0	15	0	0	22	0	
	—— Novis	0	23	0	0	40	0	
	China 3 moss	none			0	0	0	
	—— 6 moss	0	30	0	0	38	0	
	Possombrone	0	43	0	0	44	0	
	Friuli first	none			0	0	0	
	—— second	none			0	0	0	
	Milan	0	0	0	0	40	0	
	Reggio	0	28	0	0	30	0	
	Brutia	0	0	0	0	0	0	
Silk Thrown 16 oz. to a lb.	Bergam	0	62	0	0	0	0	
	Brescia	none			0	0	0	
	Modena	none			0	0	0	
	Piedm.	0	70	0	0	76	0	
	Milan	0	0	0	0	0	0	

		FROM £	s.	d.	TO £	s.	d.	per C.
Spices Cinnamon		0	9	0	0	10	0	
——Bonded		0	6	0	0	7	6	
——Cloves		0	9	0	0	10	6	
		0	3	9	0	4	2	
——Mace Long		1	15	0	2	2	0	
		0	0	0	0	0	0	
——Nutmegs		0	15	0	1	8	0	
——Bonded		0	0	9	0	0	0	
Ginger Barbadoes W.		4	3	0	4	8	0	C.
——Jamaica Black		3	5	0	3	11	0	
——White		5	0	0	11	5	0	
——East India		3	10	0	4	0	0	
Pepper		0	2	6	0	0	0	
——Light		0	2	4	0	0	0	
——White		0	2	4	0	0	0	
——Dust		0	6	0	0	7	0	C.
——Long		6	10	0	7	0	0	
Pimento or Jam. Pep.		0	2	0	0	2	1	
Spirits Malt		0	0	0	0	0	0	G.
STAVES, Meuel Ham. & Stet. Dantzic Quebec Ameri.	Barrel					0	0	0
	Hogshead				none	0	0	0
	Pipe					0	0	0
	Barrel Single	105	0	0	210	0	0	M.
	HogsheadSingle	185	0	0	275	0	0	
	Pipe Single	220	0	0	420	0	0	
	Brack Hhd.				none	0	0	0
	——Pipe					0	0	0
	Crown Hhd.	220	0	0		0	0	0
	——Pipe	330	0	0		0	0	0
	Barrel					0	0	0
	Long Head				none	0	0	0
	Short Head					0	0	0
	Pipe					0	0	0
	Barrel					0	0	0
	Brack Pipe 1				none	0	0	0
	——2					0	0	0
SUGAR Waterside Prices.	Antigua	0	75	0	0	86	0	C.
	Barba. Clayed 3d	0	91	0	0	108	0	
	——2d	0	0	0	0	0	0	
	——1s	0	0	0	0	0	0	
	Musco. orbrown	0	76	0	0	86	0	
	Dom. Nev. & Tor.	0	76	0	0	86	0	
	Grenada Muscov.	0	77	0	0	87	0	
	Jamaica brown	0	76	0	0	0	0	
	——middling	0	78	0	0	0	0	
	——good	0	80	0	0	0	0	
	——fine	0	88	0	0	0	0	
	St Kitts & Monts.	0	77	0	0	88	0	
	Tabago & St Vin.	0	76	0	0	87	0	
	Surinam & Dem.	0	76	0	0	85	0	
	Trinidad	0	76	0	0	85	0	
	East India	0	68	0	0	89	0	
Sugar Bakers Prices.	Ground tips	0	75	0	0	78	0	
	——middles	0	80	0	0	88	0	
	——Faces	0	85	0	0	90	0	
	Lumps very Bro.	0	106	0	0	108	0	
	——Better	0	110	0	0	117	0	
	——Middling	0	112	0	0	0	0	
	——Best	0	118	0	0	0	0	
	Sing. Loa. Brown	0	109	0	0	120	0	
	——Middling	0	112	0	0	0	0	
	——Best	0	120	0	0	0	0	
	Powder Loaves	0	124	0	0	0	0	
	Molasses	0	30	0	0	0	0	

	FROM £	s.	d.	TO £	s.	d.	per
TALLOW Town Melt.	5	2	0	0	0	0	C.
—— Russian Yellow	5	12	0	0	0	0	—
—— White	5	10	0	0	0	0	—
—— Soap	5	7	0	0	0	0	—
Rough Fat aver. of 3 m.	0	6	7½	0	0	0	St
TAR Carolina	uncert.			0	0	0	Bl
—Virginia				0	0	0	—
—Archangel	2	9	0	0	0	0	—
—Stockholm	2	12	0	0	0	0	—
TEA by the Package without Duty or Excise.							
—Bohea Common	0	1	6½	0	0	0	lb.
——Middling	0	1	8	0	1	9	—
—Congou Common	0	2	11	0	3	2	—
——Best	0	3	8	0	3	6	—
—Campoi Common	0	3	4	0	3	6	—
——Best	0	3	3	0	3	6	—
—Pekoe	0	3	9	0	4	0	—
—Twankay Com.	0	3	5	0	3	6	—
——Best	0	3	2	0	3	3	—
—Hyson Skin Com.	0	3	2	0	3	4	—
——Fine	0	3	5	0	3	6	—
—Hyson Common	0	4	7	0	4	9	—
——Middling	0	4	9	0	5	1	—
——Fine	0	5	2	0	5	10	—
—Gunpowder	0	4	8	0	6	6	—
TIN in bars on board	5	2	6	0	0	0	C.
—In Blocks do.	5	18	0	0	0	0	—
—Grain in blocks	7	7	0	0	0	0	—
—on Shore							
TIMBER. American Deals (Dantz 3 inby 40 ft	0	0	0	0	0	0	each
——2¼——36	0	0	0	0	0	0	—
——2——30	0	0	0	0	0	0	—
Archangel	0	0	0	0	0	0	—
Petersburgh	0	0	0	0	0	0	—
Narva Yellow	0	0	0	0	0	0	—
——White	0	0	0	0	0	0	—
Dantzick Fir	0	0	0	0	0	0	—
Memel Fir	0	0	0	0	0	0	—
Riga Fir	0	0	0	0	0	0	—
Oak Board	0	0	0	0	0	0	—
Pine Boards	0	0	0	0	0	0	—
Timber	0	0	0	0	0	0	—
Tobacco bonded Maryland fi.	0	1	6	0	1	8	lb.
Good Colour	0	1	0	0	1	5	—
——Middling do.	0	1	1	0	1	6	—
——Brown or Ord.	0	0	9	0	0	10½	—
——Virginia fine	0	1	6	0	1	9	—

	FROM £	s.	d.	TO £	s.	d.	per lb.
——Middling	0	1	6	0	1	8	—
——Ordinary	0	1	5	0	1	6	—
——Rappahanock	0	1	6	0	1	9	—
——Carolina	0	1	5	0	1	8	—
——Georgia	0	1	4	0	1	8	—
——Strip leaf	0	2	0	0	2	6	—
——Turkey	0	0	0	0	0	0	—
Tortoisheli	0	17	6	1	4	0	C.
Turpentine American	0	0	0	2	0	0	T.
Valonia	20	0	0	22	0	0	lb.
Vermillion Dutch	0	5	6	0	6	8	—
——China	0	0	0	0	0	0	C.
WAX Bees English	17	10	0	0	0	0	—
——American	15	10	0	0	0	0	—
——African	10	10	0	0	0	0	—
——Dantzig & Ham.	15	15	0	0	0	0	lb.
——Hambro' white	0	3	0	0	3	6	—
Greenland Whalefins	32	0	0	40	0	0	—
South Fishery do.	20	0	0	22	0	0	P.
WINE Prices of Dealers Red Port	90	0	0	96	0	0	Bt
——Old	100	0	0	0	0	0	P.
Sherry	92	0	0	100	0	0	—
Lisbon	87	0	0	90	0	0	—
Vidonia	70	0	0	78	0	0	—
Bucellas	95	0	0	0	0	0	Bt
Mount. Old	75	0	0	80	0	0	P.
Madeira Old	80	0	0	120	0	0	H.
Claret	70	0	0	90	0	0	A.
Rhenish	0	0	0	0	0	0	T.
Wood Box American	0	0	0	0	0	0	—
——Turkey	16	0	0	23	0	0	Ft
——Cedar Carolina	0	0	6½	0	0	9	—
——Jamaica	0	0	0	0	0	0	T.
Lignum Vitæ Jamaica	14	0	0	32	0	0	—
——Providence	11	0	0	21	0	0	Ft
——Mahogany Hispa.	0	1	8	0	2	4	—
——Honduras	0	1	3	0	1	6	—
——Providence	none			0	0	0	lb.
Wool Beav. Ruffing Best	0	69	0	0	0	0	—
——Wooms Brown	0	63	0	0	0	0	—
——Inferior	0	55	0	0	0	0	—
——Best White	0	57	0	0	0	0	—
——Inferior	0	52	0	0	0	0	—
——White Stage	0	46	0	0	0	0	—
——Coat Seasoned	0	40	0	0	0	0	—
——Old	uncert.			0	0	0	—
——Coney English	0	17	6	0	0	0	—
——Goats Aleppo	uncer			0	0	0	—
——Smyrna	0	4	6	0	5	9	—
——Vigonia Red	0	11	0	0	14	0	—
——Pale	0	4	6	0	5	0	—
Yarn Mohair Smyrna	0	3	6	0	9	0	—

STATE OF THE ROYAL NAVY, DECEMBER, 1808.—Grand Total, 1121.

	Of the line.	50 to 44.	Frigates.	Sloops.	Gun-bgs.	Total.
In Commission	125	16	164	237	230	772
Building	60	—	15	22	6	103
In Ordinary	46	13	56	49	15	179

Daily Prices of STOCKS, from 20th of DECEMBER 1808, to 20th of JANUARY 1809.

	Bank Stock.	3 per Cent. Reduced.	3 per Cent. Consols.	4 per Cent. Cons. 1780.	3 per Cent. Def.	Navy 5 per Cent.	Long Annuities.	Consol Anns.	Short Anns.	5 per Cent. 1797.	Omnium.	Imperial 3 per Cent.	Ditto Annuities.	India Stock.	India Scrip.	India Bonds.	Old Annuities.	New Ditto.	Navy and Vict. Bills.	3½ d. Exchequer Bills.	Lottery Tickets.	Consols for Acct.	Irish Omnium.	Irish 5 per Cent.
1808.																					£ s. d.			
Dec. 21	—		—		—	—																66¾	—	
22	—	65⅛	—	81⅛	—	—	18 1/16													3 6p	30 10 0	66⅞	—	
23	—	65⅝	—	81⅝	—	—	18				1¼ dis					4 5p				2 5p	do	66⅞	—	
24	—	65¾	—	81¾	—	—	18 1/16				1½ d									3 6p	do	—	—	
26	—		—		—	—																		
27	—		—		—	—																		
2	—		—		—	—																		
29	—	65⅝	—	81¾	—	—	18 1/16				1½ d		7½	—	—	3 1p	7½	—	—	6 23p	55	66¾	—	
30	234½	65½	—	81⅝	—	—	18					64½		—	—	2 3p		—	—	2 5p	55	66⅞	—	95⅝
31	—	65½	—	81⅝	—	—								—	—	3 4p		—	—	3 5p	—	66⅞	—	95⅝
Jan. 2	235	65⅞	—	81⅝	—	—	18⅛							—	—	3 4p		—	—	3 5p	—	66⅞	—	95⅝
3	—	65⅞	—	81⅞	—	—	18 1/16							—	—	3 4p		—	—	3 5p	—	67	—	
4	—	66	—	81⅞	—	—					1¼ d			—	—	4 5p		—	—	3 6p	—	67⅛	—	
5	235½	66	—	—	—	—								186½	—	5 7p		—	—	5 7p	—	67⅛	—	
6																								
7	—	66⅛	65¼	81⅞	—	97¼	18⅛				1 d	—	7½	—	—	7 8p	7½	—	—	5 8p	—	67⅛	—	
9	—	66⅛	65½	81⅞	—	97½	18 1/16				1¼ d	—	7½	—	—	7 8p	7½	—	—	6 8p	—	67	—	
10	236½	66	65¼	81½	—	97					1⅛ d	—		—	—	8 9p	7½	—	—	7 9p	—	66⅞	—	
11	238	66	65½	81¼	—	97	18⅛				1½ d	65	7½	182	—	9 10p	—	—	—	8 10p	—	66⅞	—	
12	237½	65⅞	65¼	81⅛	—	97	18 1/16				1½ d			181½	—	8 9p	—	—	—	7 10p	—	66⅞	—	
13	238½	65⅞	—	81¼	—	97					1⅝ d	64¼	—	—	—	8 9p	—	—	—	7 10p	—	66¾	—	95
14	238	65¼	65½	81½	—	97¼					1½ d	65		—	—	8 9p	—	—	—	7 10p	—	67	—	
16	238½	66	65⅝	81½	—	97⅜	18⅛				1½ d		7½	—	—	9 10p	—	—	—	7 9p	—	66⅞	—	
17	238	66	65½	81½	—	97⅜	18 1/16				1½ d	64¼	—	—	—	8 9p	—	—	—	8 10p	—	66⅞	—	
18	—		—		—	—																		
19	—	66	65½	81½	—	97½	18⅛				1⅝ d	64⅝	7⅛	—	—	8 9p	—	—	—	7 9p	—	66⅞	—	
20	—	65⅞	65½	81⅝	—	97⅝	18⅛				1⅝ d	65	7⅛	—	—	8 9p	—	—	—	7 10p	—	66	—	

(The above are taken at the highest prices of the day.)

ISAAC VALE, Stock-Broker, 74, Bishopsgate Without.